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BRITISH COLUMBIA MAGAZINE

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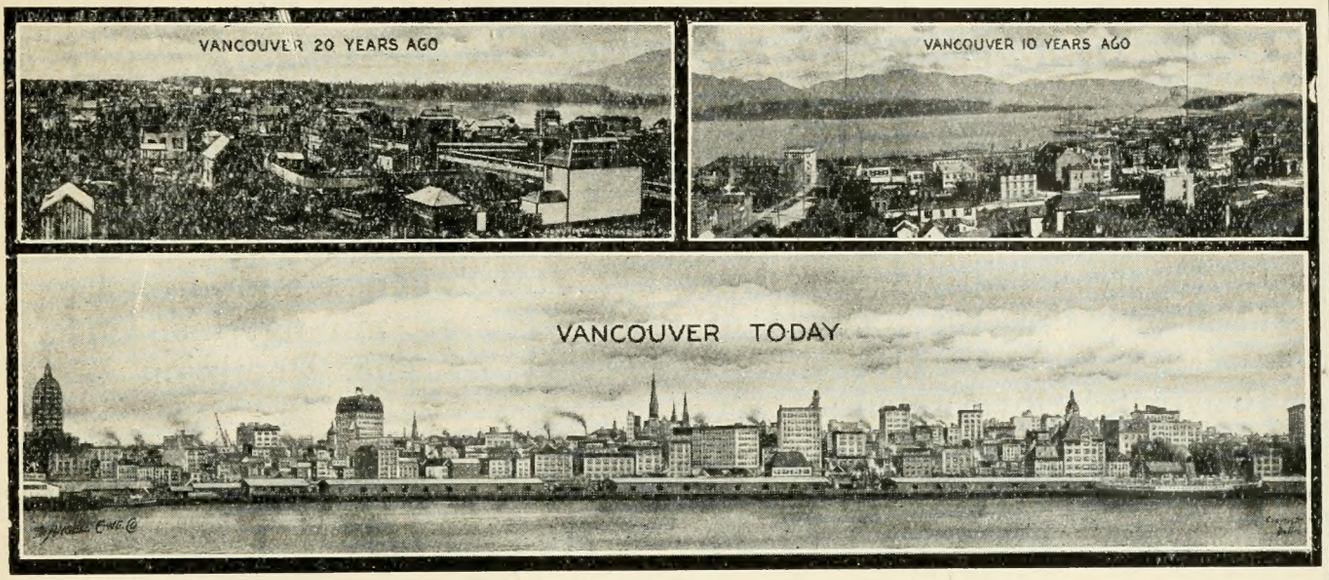

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5	*Seattle	80,000	237,000	194
6	Spokane	36,000	104,000	183
7	*Portland	90,000	207,000	129
8	Oakland	66,000	150,000	124
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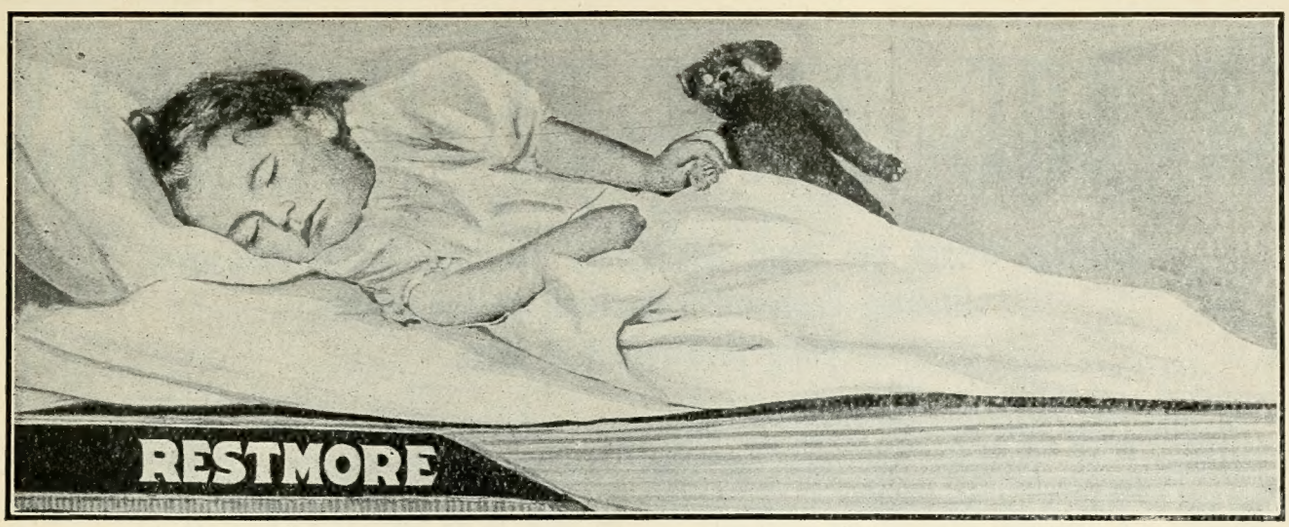

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THE BRITISH COLUMBIA MAGAZINE

FRANK BUFFINGTON VROOMAN
EDITOR

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¶ The Editor will always be pleased to consider articles and photographs dealing with British Columbia. Stamps must be enclosed for the return of MSS. and photos in case of their not being accepted. Poetry will not be paid for. Business communications must be addressed to the Manager

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Mining started in British Columbia in the year 1858, when the discovery of gold was made in the Cariboo country. To supply the miners with beef, cattle were brought in from Oregon, U.S.A. In the year 1860 cattle-raising was started in a small way on the Fraser River and the Chilcotin River, where it proved most successful. The industry quickly spread up and down the valleys of the Thompson, Nicola, Similkameen and Okanagan. From that time for the best part of twenty years the cattlemen practically controlled the interior, or central part of the province. During that time 320-acre homesteads grew into holdings of from 1,000 up to 100,000-acre tracts of the choicest lands in the choicest parts of the province. Some of these holdings have since changed hands and been turned into fruit land, but some of them are still intact. It is property of this class that we are handling.

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A HEALTHY CROWD OF YOUNG CANADIANS

The poem, "A Song of Steel," which appeared on this page in our January number, should have been accompanied by an acknowledgment to the *Canada Monthly* magazine, in which it first appeared.

Will the British Premier Resign?

A PHOTOGRAPH of the Right Honorable H. H. Asquith, the British Premier. At the present moment there is an undoubted movement against Mr. Asquith within the ranks of the Liberal-Labor party in the English House of Commons. His resignation, owing to differences with his colleagues on Home Rule and Suffrage, is said to be imminent. Mr. Lloyd George and Sir Edward Grey are being talked about as probable candidates for the Premiership.

BRITISH COLUMBIA MAGAZINE

Vol. VIII MARCH, 1912 No. 3

Graham Island

EVER since I was a schoolboy any piece of land surrounded by the sea has had a strong fascination for me. I suppose a course of "Robinson Crusoe" and the "Swiss Family Robinson" made my imagination invest all and every island with delightful possibilities. The fact that, unless one had a boat or a raft, it was impossible to leave an island and one became a sort of romantic prisoner, probably gave the mental thrill that was so delightful.

I knew a rich banker in Madeira who bought the Selvage Islands—a group of arid, waterless rocks in the Atlantic, from the Portuguese Government, so that he might enjoy the somewhat unintelligible delight of owning an island.

As my imagination still works a little in the same way it did when I was a boy, it will be understood that the maps showing the Queen Charlotte Islands, off the coast of British Columbia, claimed my interest. I have gathered a great deal of information about them, and I find that they are going to play a very important part in the development of British Columbia. Of course, when one remembers that Vancouver Island is itself as large as England, it will be seen that these islands, small as they seem on the map, are really extensive areas of land.

I don't know why, but all the teachings of my school days seemed to lead me to think of an island as being necessarily a small place. The fact that Australia is an island used to rob it of its proper importance in my youthful mind, and in those days I was rather impatient at having to include it amongst the continents.

My purpose in this article is to draw the attention of my readers to the great possibilities of the islands off the coast of this province, and particularly to Graham Island.

If you look at the accompanying map you will see that Graham Island is the largest in a group that is neighboring to Prince Rupert. The island has an area of 2,000 square miles and contains some of the richest agricultural land in British Columbia. It is this latter fact that makes

TYPICAL AGRICULTURAL LAND, EASILY PREPARED FOR THE PLOUGH

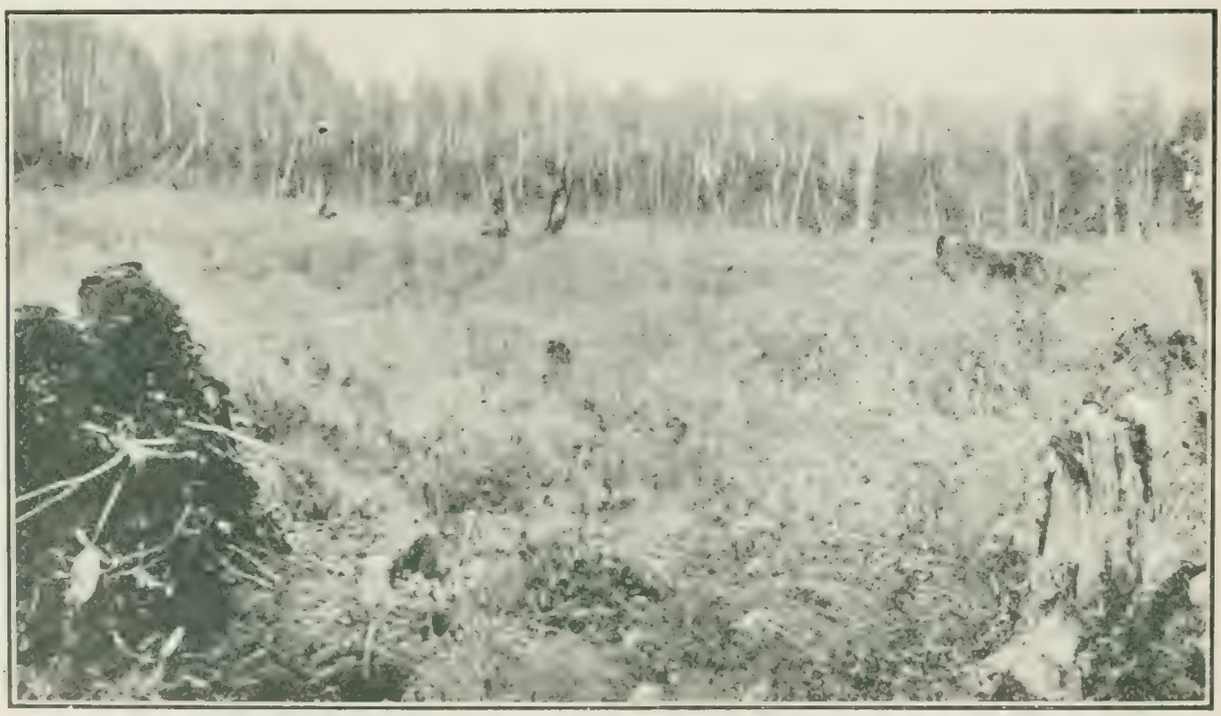
MASSET, AN INDIAN VILLAGE ON GRAHAM ISLAND

the islands off our coast so valuable and so well worth investigating.

A large portion of the island is only 200 to 400 feet above the sea, the greatest height being along the western side.

Graham Island was discovered in 1776 by Captain Cook, who landed on the north shore at a point now called Cook's Inlet.

England had made an offer of 20,000 pounds sterling to any British subject who should first discover and sail through any passage uniting the Atlantic and Pacific north of the 22nd parallel. Under instructions to carefully examine only that portion of coast north of the 65th parallel, he struck the coast about latitude 44 degrees and skirted northward, giving names to Cape Perpetua, Gregory, Foulweather and Flattery. The mouth of the Columbia River and the Strait of Juan de Fuca were unnoticed by him. Of the discovery of the former by Martin de Aguilar in 1603 he writes: "It is worth observing that in the very latitude that we now were geographers have been pleased to



RICH AGRICULTURAL LAND ON GRAHAM ISLAND AWAITING DEVELOPMENT

AN INDIAN TOTEM AS A TOMBSTONE

place a large entrance or strait, the discovery of which they take upon them to ascribe to the same navigator, whereas nothing is mentioned in the account of his voyage than his having seen in this situation a large river which he would have entered but was prevented by the currents." While off Cape Flattery he writes: "It is in this very latitude where we now were that the geographers have placed the pretended Strait of Juan de Fuca, but we saw nothing like it, nor is there the least probability that any such thing existed."

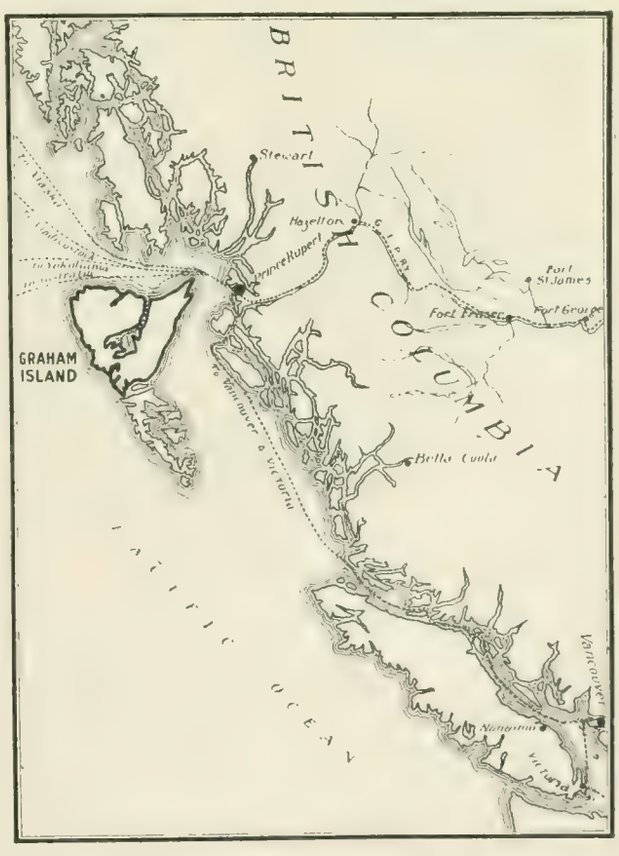
After entering the harbor of the Nootka, Cook sailed northward along the coast, arriving at last at the upper extremity of the Queen Charlotte Islands. He did not, however, understand their insularity, nor did he name them. This honor was left for Captain George Dixon, who in 1787 examined the islands, naming and taking possession of them. His memory is perpetuated in the name of the channel of the wide bay that lies between Prince Rupert and the Pacific, and the name of his vessel is given to the group of islands as a whole. Among other trophies of his trip there were no fewer than 1821 fine otter skins.

The following year Captain Meares arrived in the "Felice" and established a permanent headquarters at Friendly Cove, on the Nootka Inlet. Here he built a vessel which he used principally in exploring the inlets between the islands and the mainland.

In 1850 Joseph W. McKay and others, in exploring for farm lands in the vicinity of Victoria and Nanaimo, found traces of free gold. Immediately a great excitement broke out, and when later in the year a Queen Charlotte Indian appeared at Victoria with a bag of specimens, an expedition was undertaken by the Hudson's Bay Company, who in the summer of 1851 despatched the brigantine "Huron" to the spot indicated by the native. After several months spent in prospecting they failed to find at the spot indicated, but broke off a number of specimens of placer gold-bearing quartz from a ledge in the vicinity. In November, 1851, an expedition sailed from Olympia in the sloop "Georgina."

The year 1852 saw many expeditions fitted out for the Queen Charlotte Islands, and the whole country was covered with prospectors. Among these was Captain Mitchell in the brig "Recovery," who besides his operations at Gold Harbor, first opened up the coal seams at Skidegate.

In 1853 Commander Provost named the more northerly island in honor of Sir



MAP SHOWING THE RELATION OF GRAHAM ISLAND TO THE MAINLAND

SETTLERS' EFFECTS ARRIVING AT GRAHAM ISLAND

James Robert Graham, First Lord of the Admiralty.

In 1859 a nugget weighing 14½ ounces and valued at $250 was exhibited at Victoria, and an expedition was sent out under Mr. Downie, an old California miner and explorer. Captain Torrens followed the same year. All of those expeditions encountered much hostility from the Indians. In April, 1862, Francis Poole, C.E., a mining engineer, set out from Kingston, Ont., and having immediately secured employment at Victoria, was sent to the Queen Charlotte Islands, where he spent the greater part of the next two years in the employ of the Queen Charlotte Islands Mining Company.

At this time the Indians had become very hostile, and Sir James Douglas advised the party to take plenty of arms. Poole was, however, received with considerable ceremony by Chief Klue, who invited him to spend the night in the family hut, and to occupy the place of honor between the chief and his daughter under the same blanket. From the trophy pole at his head dangled 100 scalps.

The Queen Charlotte Islands having come into considerable prominence on account of their prospective mineral wealth, it was decided to make a careful geological survey of the territory, and accordingly Dr. G. M. Dawson was detailed for the work. His report is to be found in the publications of the Geological Survey, 1878-9. This report was extended and amplified by R. W. Ells in his report on the geology of Queen Charlotte Islands.

About this time, owing to the hostility of the Indians, the Government forbade the entry of white settlers to the islands, and it was not till a few years ago, when Prince Rupert came into prominence as the outlet port of the Grand Trunk Pacific, that this restriction was removed. Owing to their proximity to Prince Rupert and to the fact that Graham Island contains the largest areas of agricultural land in the northern coast of British Columbia, they are now coming again into prominence.

GRAHAM ISLAND WATERS ARE PLENTIFULLY STOCKED WITH BIG FISH

(To be Continued)

The Most-talked-of Minister in England

A SNAPSHOT of the Right Honorable David Lloyd George, Chancellor of the Exchequer in the British Cabinet, whose drastic financial policies are responsible for the investment of many British millions abroad. Mr. Lloyd George is the most-discussed man in the United Kingdom, and his name is freely mentioned in connection with the Premiership in the British Cabinet. Mr. Lloyd George is a Welsh solicitor who first came into prominence during the war in South Africa. In those days he was a sharp critic of Mr. Chamberlain and a member of what was called the Pro-Boer party. He is detested by the rich and is rather a puzzle to the poor.

Almanaks and Calendars

ILLUSTRATING THEIR WORLD-WIDE VALUE TO MANKIND

Special to the British Columbia Magazine

By Moses B. Cotsworth, F. G. S.

Author of "The Rational Almanak," Etc.

EDITOR'S NOTE.—Mr. Cotsworth has made very extensive and thorough researches in remote parts of the world into the origin of our methods of marking the advent and extent of the seasons and the division of our year into days and groups of days. He has arrived at the conclusion that our present system is irrational and a source of loss to mankind in general. He has secured the support of several governments in his labors to establish a "Rational Almanak" for use throughout the world. He hopes that this Almanak will be adopted for general use in the year 1916, which is the most favorable time to substitute it for our present system. If we were suddenly deprived of our present facilities for marking the passage of time we should at once realize the extreme importance of the Almanak. We do not stop to think once in a year of the vast and complicated organization that is working day and night to govern our system of keeping time correctly. In ancient days this work was so essential to the very life of the people that the men who had charge of the task were invested with all the attributes of priesthood and their work was regarded as a sacred calling. In Egypt, for instance, the birthplace of the Almanak, knowledge of the proper time to sow seed was so important that any error in computing it was likely to lead to famine and cause the death of thousands of the Egyptians. It is probably true that the fact that there "was corn in Egypt" when Jacob and his sons were starving was due to the superiority of the Egyptian method of Almanak-making. Mr. Cotsworth explains the origin of the Pyramids and other intensely interesting facts connected with the birth of the Almanak and Calendar.

THE SIGNIFICANCE OF PYRAMID SHADOWS

1.

OWING to the varying movements of the sun towards its highest and lowest points in the noonday sky the shadow of a pyramid has two extreme limits, namely, when the shadow is longest at noon and when it is shortest at noon. These limits mark mid-winter and the equinoxes. At the spring equinox when the sun is midway towards its highest point, the shadow is about four feet shorter every noon. At this time the most strenuous labors of farmers are called forth. They reap the results of this labor during the weeks following the autumnal equinox. At this equinox the shadow begins to lengthen and is about four feet longer every day at noon. This rate of increase in the length of the shadow diminishes in October and is further curtailed in November, and finally the shadow reaches its extreme length on the *shortest day,* December 22.

When the pyramids were built five thousand years ago, the shortest shadow fell on the *longest day,* March 21. Owing to the variation in latitude due to the derangement in the balance of the earth (which I shall explain in another article), and which is gradually changing the climate of every place in the world, the shortest shadow now falls in the first week in March. We do not, therefore, get exactly the same readings that the pyramid builders did.

2. While the Egyptian farmer rejoiced in having plenty of work for the myriads of slaves who toiled in the hot sunshine of that fertile and densely-peopled valley, the toilers themselves longed for the hour of the noonday rest, just like the toilers in every country today. The signal for rest was the shadow of the pyramid at noon. This could be seen by many of them. To others it was flashed — heliographed — by shining sun-reflecting discs. The toilers in the great railway and other workshops today regard no less gratefully "standard noon time," which is flashed to them by the telegraph. That is what we spend money on observatories and astronomers for in these modern

Plate 1. The Great Pyramid and the Sphinx, marking the birthplace of our Almanak and Calendar. These huge structures are regarded with curious awe by the twentieth-century tourists, and are generally supposed to be merely stupendous monuments and tombs of ancient rulers of Egypt. They are really the first instruments used for establishing and keeping a correct knowledge of the four seasons. They were built so that "seed time and harvest may not fail." Note the triangular shadow on the light side of the pyramid; for its significance see paragraph 3.

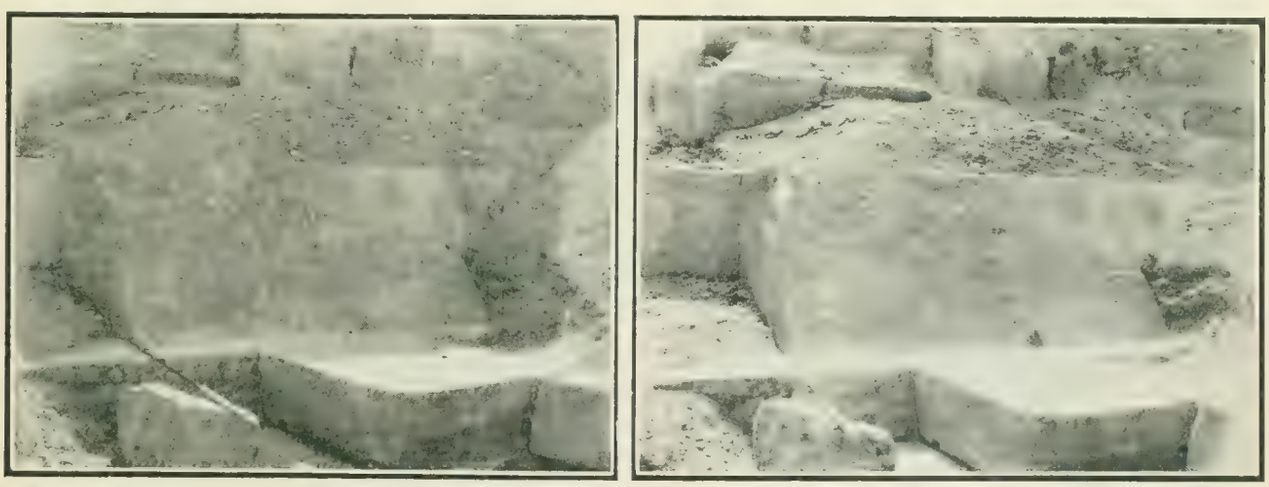


Plate 2. These photographs were taken at the foot of the Great Pyramid to illustrate the use of the "meridian rod" for marking the position of the shadow at noon each day. Note the pebbles on the rod to register the varying position of the edge of the pyramid's shadow These rods were removable in order that the priests could preserve the mystery surrounding the science of Almanak-making. This mystery led the common people to regard with religious reverence and fear the persons engaged in time-recording. To be buried in the mysterious pyramids was an honor reserved for the greatest in the land. An examination of the photographs will show that the regular movement of the sun towards a higher noon-point in the sky, at the Spring Equinox, shortens the shadow of the pyramid four feet each day (*vide* the four pebbles).

Plate 3. Pharaoh with his queen and children distributing gifts of life, power, knowledge of the seasons, etc., direct to his people, as received from their living sun-god.

The sun is pictured as handing down first the ten days (five counted on each hand) of the ancient "decade," a trinity (three) of which constituted their uniform months of thirty days each—used until the end of the year, when another "hand" of five days was added.

We next notice that the longest rays from the centre of the sun reach down around Pharaoh's body till they clasp his heart to keep him wholeheartedly for God, and avoid the great danger of selfishness.

The source of life in the sun is denoted by the loop-key "emblem of life" appended below the disk. Lower down the sun's ray-like hands are conferring that gift of life upon Pharaoh and his queen, who, reaching them downwards to the people, graciously pass on the horseshoe-like "gift-rings of Menes" to the Egyptians, irrespective of rank or caste. The legend inscribed on those rings as a daily reminder always was: "The sun-god of the two solar mountains—the east (sunrise) and the west (sunset)—whose name is the darter of beams and who lives in the disk of the sun, daily watching in love over the children of men."

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times. The *correct time* has been a most vital factor in the life of the people through all the ages. It must ever be the central point in all astronomy and transactions controlling time in human affairs. But what is more important to both paid workers and slaves is the signal of evening-time, recording the hour when they are free to seek the joys of home and rest. This moment is most significantly shown in Plate 1.

3. The interesting feature of this picture is not the author on his camel, nor the mounted policeman, nor the old guide and his attendants. It is the triangular shadow on the Great Pyramid. During 5,000 years this shadow has indicated every day more surely and more extensively than any clock the precise time for the toilers in the valley of the Nile to leave work. In ancient times the hill of Keswick was used for the same purpose in England.

GREAT PRACTICAL USE OF THE PYRAMIDS

The shadow explains why pyramids were built in wide, open spaces, and not in streets, like temples and churches. While the orientation of a pyramid must be governed by the position of the true north, south, east and west points of the compass, they are built in angular relation to each other so that the time may be displayed by their shadows. This shadow is visible daily for many miles around.

4. The shadow is cast at the time of the setting sun by the Second Pyramid, which is situated a third of a mile away. The photograph was taken towards six in the evening on December 3 and could be seen by thousands of toilers to the southward through the clear air of Egypt.

Of the many wonderful sights the writer has been privileged to see in his travels in Europe, Asia, Africa and America, the most impressive was witnessed just after this photograph was taken. Allee Gabree, the most experienced guide to the pyramid, took us up the broken slope of the Great Pyramid to see the sunset. Glorious as that was seen across scores of miles of the Sahara Desert, it was not so impressive as the vast and rapidly-moving shadow of the pyramid to be seen to the north. It extended for miles, "like the wings of time," so often used symbolically over the doors of Egyptian temples (depicted on pages 50, 57, 129 and 132 in the "Rational Almanak")*. There we saw this wonderful shadow flitting from point to point at railway speed over sand dunes, palm trees and river as its wing-like tip was deflected by the sinking sun.

5. The contrast between our puny shadows and the vast shadow-wing cast by the ancient pile under our feet, disclosed why

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* "The Rational Almanak": $1.50 post free. M. P. Cotsworth, New Westminster, B. C.

THE Great Pyramid is the acme of the "meridian" method by which the greatest of the ancient nations searched out the precise limits of the seasons. They did this by measuring the varying lengths of the shadow thrown by the pyramids at the meridian (noon) every day. In order to reach the greatest possible degree of accuracy they erected these high buildings. This method was in use in Babylon and by the Aztecs. In Plate 5 the almanak-makers of Sarawak are shown measuring the shadow cast by a high pole. In ancient England the Hill of Keswick was used instead of a pyramid built by hands. The enormous labors of the pyramid builders, which today fill us with wonder and amazement, were more necessary to secure their food supply than the building of Dreadnoughts in our own time is needed to insure the food supply of the British Isles.

THE Sphinx typifies the earliest "amplitude" method of tracing the seasons in order that every year the proper dates for tilling and sowing might be exactly located. A mistake of a week or so would mean the failure of one crop, which was a serious disaster in the thickly-peopled Nile Valley. The data were arrived at by standing at the rear of the Sphinx and using the head like a rifle sight for noting the exact position of the sun as it rose between the points of a range of hills on the other side of the Nile Valley. In order to render the observation as accurate as possible the head-dress of the figure was divided behind into a number of points like those on a ship's compass or a sundial. These points are away from the spectator in the photograph. Primitive tribes like the Siwash Indians used this method in a cruder form (until they got our modern almanak) for finding out when the spring salmon were due in our rivers and when to sow wheat.

Plate 4. Druidical stone circle near Keswick, England, used in ancient days to trace the seasonal movements of the sun and moon for the purpose of constructing an almanak. The most famous of these mysterious circles is, of course, the one at Stonehenge on Salisbury Plain. In this connection again the methods of locating "seed time and harvest" for the common good were associated with religious ceremonies. The Druids' festivals with their sacrifices and processions, in which the sacred mistletoe was carried, were a ritual that grew up about the task of studying the seasons. The Druids, like the Egyptian priests of Ra, the Sun-God, were primarily astronomers, who grew to occupy a mystic place in the imaginations and thoughts of the people, who made them a class apart and invested them with the attributes of priesthood and rulership.

Plate 5. Almanak-makers of Sarawak. These men are measuring the varying length thrown by the pole shown in the photograph. They make a business of supplying information which we find in our modern calendars ready-made, as it were. This pole is called a gnomon, a scientific term with which the Sarawak astronomers are not familiar. Note the decorative carving on the top of the pole and the pegs that are used to mark the seasonal variation of the shadow. The photo was taken by Dr. Hose. The men are ascertaining the approximate dates most profitable for sowing rice and maize.

the pyramids were built to such enormous heights. After most strenuous and protracted labor, they built nearly seventy pyramids before they perfected the Great Pyramid as their final Almanak recorder. By these they wrested from their living sun-god, "Ra," the mystery of the varying seasons. To them he appeared to control their lives by raising and lowering his elevation in the noonday sky. His priests measured the daily variations in length as each noon's shadow crossed that womb of astronomy, the meridian line (*vide* Plates 2 and 5). By cutting off those rods at the shadow's edge and preserving them for comparison during the equinoxes of each year, those early astronomers first revealed to humanity the length of the year and developed the Almanak.

MEASURING THE MERIDIAN CALENDAR OF DAYS

6. In addition to finding the length of the year and the order of the seasons, the priests of Ra, the sun-god, had to record the varying lengths of the days. The meridian line extended north from the centre of the base of every pyramid, obelisk or pole, and the length of the day as indicated by the noon shadow was recorded. These observations were made on the "shadow floor." The beautifully-levelled shadow floor of that famous observatory temple, the Great Pyramid, is splendidly preserved under the accumulated debris of 4,000 years. Plate 2, showing photographs taken on consecutive days, shows how the shadows varied from day to day at noontide. In this way the longest and shortest days were fixed. It was noted that at the spring equinox the shadows differed by as much as four feet each day, and at the autumnal a similar difference took place in the opposite direction. In each recurring year these phenomena indicated the approach of summer and winter. It is significant that the noon hour, at which the readings were taken by the priests of Ra, was also the Egyptian hour of prayer. After the passing of winter and the shadows began to show faint signs of steadily shortening, the New Year, full of promise to the worshippers of Ra, began.

At the winter solstice, the lowest point of the sun in the noonday sky, the Egyptians invoked their god not to sink any lower as they were afraid he would forsake them altogether. It will be obvious what an opportunity was presented to the priests to impress the religious aspect of their work on the simple minds of the people. The ancient Chinese had a similar fear at that time of the year, but they thought the sun was being pulled down by devils, whom they tried to scare away by beating gongs and letting off firecrackers and making other noises.

7. Pharaoh was the High Priest of Ra and the King of the Egyptians. He was regarded as the only medium through whom Ra distributed his blessings. Plate 3 illustrates the position Pharaoh held in relation to the sun in the minds of the worshippers

of Ra. He is represented with his family receiving direct from the sun the gifts that he distributed to his subjects. The rays which reach down and embrace the figures symbolize the direct communication the royal family had with Ra.

Pharaohs then were like the present rulers of Assyria and Persia. Their title of "Shadow of God, Centre of the Universe," and the sun on their royal standards indicate a similar relation with the sun.

There was more fervency and full-souled worship among the Egyptians than among any other sun-worshippers. The following inscription was taken from under a representation of the symbol shown in Plate 3. It appears in a tomb or hallowed resting-place at El Amarna, and reads: "Thou shinest, O! Lord beneficent, the Sun King, giving life for ever and ever, even the living disk of the Sun. No guide goes before Thee: when Thou emittest Thy beams all eyes see clearly. Now Thou art rising, O! King, from the mountains of the East to make perfect the lives of man, bird and beast. All things in the world glorify Thee; they are made strong by Thy gifts," etc.

8. The earlier form of sunrise worship as typified in the use of the Sphinx and the Mokhattan hills, visible on the other side of the Nile, had its counterpart in other countries. The ancient Mexicans used truncated, orientated pyramids, and the Peruvians "cones," "huacas," etc., to "sight" across their corners and sides the direction of sunrise at each season, to derive their separately acquired Almanak knowledge. The ancient Druids of Europe used stone-circles as observatories for similar season-finding purposes, as pictured in Plate 4.

We may therefore regard the Great Pyramid and Sphinx as the father and mother of our Almanak and Calendar.

(*To be Continued*)

The Prosperity of New Westminster

ON September the 11th, 1898, an area of over eighty acres of the city of New Westminster was swept by fire, and the entire commercial district was destroyed. This disaster resulted in a setback to the progress of the city, and for some years things seemed to be almost dormant there.

New Westminster is by its geographical position the natural metropolis of the rich Fraser Valley.

It has wonderful possibilities, and in fact one may say responsibilities, as a port on the Fraser River, and it is the economic centre of a vast fertile agricultural district.

The elements of a great city have always existed there, but "the man" never seemed to arrive. Six or seven years ago the people of the Royal City suddenly saw the light, like Saint Paul on his journey to Damascus. Before then the citizens were apathetic, the merchants were content with old-time methods, grass was growing in many of the streets, the city lacked a progressive municipal policy, and New Westminster was like a fine ship drifting without a pilot.

A group of men with progressive ideas and a desire to stimulate the advancement of the city along lines that were obviously hers to follow, looked about for the man who could put their earnestness of purpose and enthusiasm into effect for the general good. They discovered him in the person of John Andrew Lee. As president of the Board of Trade he had proved a keen critic and an uncompromising opponent of any infringement of civic rights. Mr. Lee opened the eyes of the citizens to

the danger which threatened their water supply when a powerful corporation was seeking certain privileges. As a man with an eye single to the good of the people, Mr. Lee was elected Mayor three years ago. Since that time he has devoted practically all his time to the civic progress and improvement of New Westminster in every way.

New Westminster of today is almost improved out of all recognition from the city of four or five years ago.

Wooden sidewalks have been replaced by cement, not only in the business, but also in the residential sections; the water supply from the glacier-fed Lake Coquitlam, sixteen miles away, has been extended by means of new steel pipes, so that the Richmond municipality draws its supply from the city, and other districts are seeking similar privileges

MAYOR J. A. LEE

The system of electric lighting introduced by Mayor Lee is a civic enterprise of the first rank. During the next year a sewerage system will be installed that will be second to none. The persevering optimism of the Chief Magistrate has inspired the merchants and others with the spirit of progress. Trade has increased so rapidly and to such an extent that almost every business man has been compelled to rebuild or enlarge his premises.

New banks, wholesale houses, public buildings of the latest design, increased street railway facilities, and expansion in every direction, are all there as evidence that the right man is at the helm.

The crowning effort of the Mayor is a harbor scheme that will make New Westminster a great fresh-water port with trans-continental railway facilities. It will be the desired haven of shipmasters, shippers, manufacturers and importers all over the globe. It will make New Westminster a humming hive of industry. The Mayor is the proud father of the scheme, and the plans are in course of preparation by an eminent expert engaged by the City Council. Recognized from the first as a "high" man, Mayor Lee stands higher than ever in the estimation of his fellow-citizens, who recently tendered him the honor of a public banquet. What he has achieved on the inside has its reflection on the outside in the high estimation in which the Royal City is held. The debentures of New Westminster, which are mostly for the advancement of public utilities, are eagerly taken up in the money markets of the world.

Gone to the Country

THE Honorable Richard McBride, whose new railway policy is outlined in his own words on another page, has dissolved parliament. He is hoping the election results will place the seal of approval on his administration, and especially on his railway scheme.

Port Mann—A City Made in a Laboratory

THE LATEST DEVELOPMENT IN SCIENTIFIC TOWN-PLANNING

By Henry Schuster

HANGING a dog is a very simple matter. No doubt the proper method was understood as completely in the Stone Age as it is today. Building an automobile is a more complicated problem, and even such a short time as fifty years ago all that men knew of the subject might have been written in copperplate on the fly-leaf of a Prayer Book.

The smooth-running, swift motor car is the result of years of experiments. The best car is the one from which the most mistakes have been eliminated. This is true of all the complicated devices, the steam engine, the telegraph, the telephone, the typewriter, and the thousand other things that allow us to crowd into one life as many incidents and experiences as would have sufficed for twenty lives a century ago.

COLONEL DAVIDSON

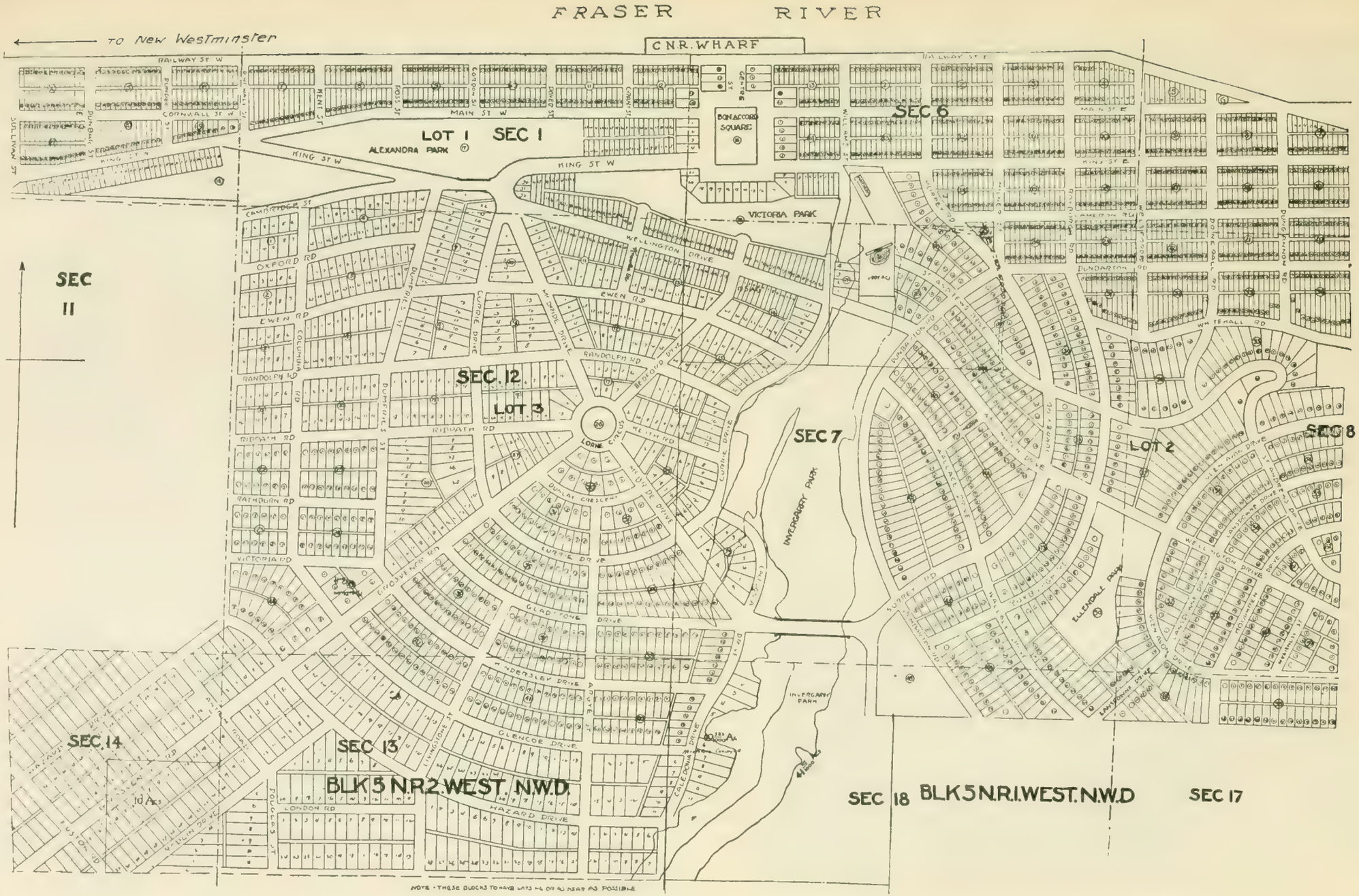
We have got the simple things, like eating and sleeping, down pat. They were part of the experiences of Adam and Eve. There is nothing new to learn about them. It is improving the complicated things that keeps us busy all day and awake half the night.

Everybody knows that the best methods of doing things are only improvements on methods that were not so good. Yet knowing this, and in the main shaping our lives upon the fact, we go on building cities in the same way that the Cities of the Plain were built. That is the inconsistency of human nature. But even in this direction we are beginning to read the signs. We are beginning to realize that the best cities, like the best automobiles, are those from which the most mistakes have been eliminated.

I have written this somewhat long introduction because I wish to impress upon my readers the great interest and importance that attaches to the latest experiment in city-building, apart from its special value to British Columbia. It is a piece of town-planning on a scale and by methods never seen in the world before.

On a piece of land some 2,000 acres in extent, which at present is covered with the stumps of giant trees, a modern city is going to be superimposed, as it were, during the next year.

When Baron Hausmann was asked to bring the beauty of wide spaces and orderly arrangement out of the huddled and corkscrewlike streets of Paris, he laughingly suggested that Paris should be entirely removed and that he be permitted to start afresh with the cleared space.



PLAN OF PORT MANN, LOOKING NORTH. BON ACCORD SQUARE WILL BE THE CENTRE OF THE BUSINESS SECTION. LORNE CIRCUS IS IN THE RESIDENTIAL SECTION. NOTICE THE CONVENIENT ARRANGEMENT OF THE STREETS AND THE AMPLE SPACES ALLOWED FOR PARKS

THE SITE OF MANLEY'S HOTEL AT PORT MANN. BUILDING OPERATIONS HAVE JUST COMMENCED ON THIS SPOT

The following paragraph from *Canadian Finance,* dealing with the need for remodelling Chicago, is interesting:

THE COST OF REMEDYING MISTAKES

When Paris numbered only a little over half a million souls and had nowhere near so sure a commercial future as Chicago has today, it began work on a street improvement plan involving over $260,000,000 (260 millions), and carried it to completion in fifty-seven years. No sooner was this gigantic task finished than Paris appropriated an additional $181,000,000 (181 millions) for still greater improvements, requiring fifteen years to complete.

Hitherto the extent to which a city will grow has been a matter of such uncertainty that people have been content to wait and see. Usually the beginning is a village, which grows outward bit by bit into a town and later into a city. The dwellers in the original village have not had sufficient faith to lay out the plan of a town. The result is that when the town has reached city size there is a great amount of expensive remodelling to be done in order to eliminate the mistakes. Very often all the mistakes cannot be eliminated, as the cost of demolishing whole streets, for instance, is prohibitive.

If the inhabitants of Vancouver twenty years ago had realized that in 1912 the city would be the largest in the province, we should have wider streets, fine public squares, and altogether a more convenient and beautiful Vancouver.

However, today we are more experienced in city-building. We know now that when transcontinental railways meet ocean routes a city is certain to grow up at the meeting-place. We know that when manufacturing sites are arranged near transportation by rail, road and sea, a centre of population will rapidly develop there. In these days we need not regard city-building as a gamble. We know whether we are "taking a chance" or not.

These facts, which enable us to look into the future, are responsible more than anything else for the plan of the beautifully-arranged city that appears on Page 179. Baron Haussmann would have revelled in the opportunity which has presented itself to Mackenzie and Mann, the builders of the Canadian Northern Railway. They have been able to make the factors which go to build up a great city converge on a piece of land on the south bank of the great Fraser River, near New Westminster. They made Port Mann in the laboratory first.

A SCENE ON THE TOP OF THE BLUFF OVERLOOKING THE FRASER. THIS WILL BE THE CENTRE OF THE BEST RESIDENTIAL SECTION. IT IS NEAR LORNE CIRCUS, WHICH IS MARKED ON THE MAP

THIS SHOWS THE BLUFF ON THE LEFT, WHICH RISES TO A HEIGHT OF 130 FEET ABOVE THE FRASER. THE RESIDENTIAL SECTION OF PORT MANN WILL BEGIN HERE

LOOKING UP THE PITT RIVER, WHICH JOINS THE FRASER AT PORT MANN. THE GOVERNMENT FISH HATCHERY IS SEEN ON THE RIGHT OF THE PICTURE

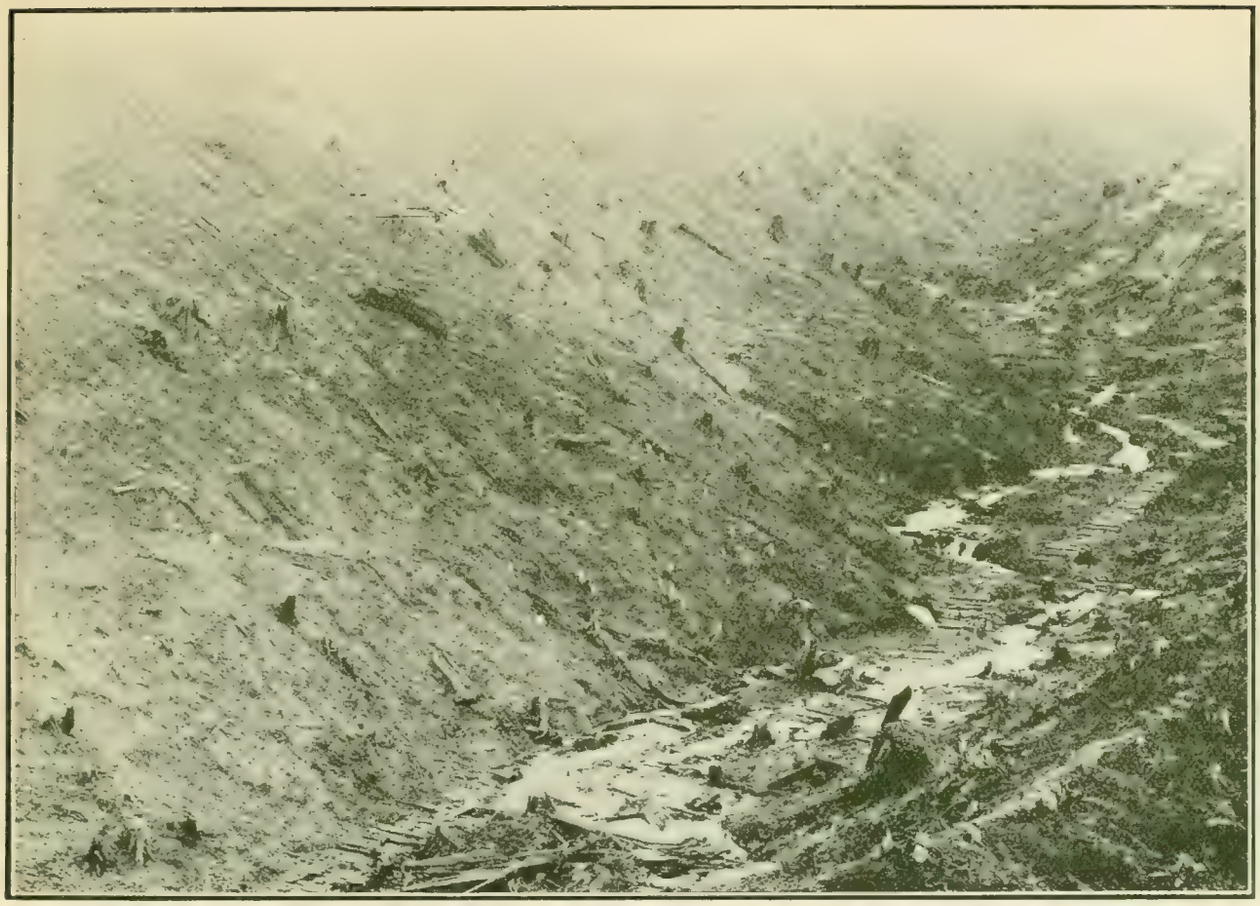
They have cleared away the trees of the forest and have drawn up a plan for a large city, and have arranged to direct all kinds of commercial activity to that spot. Their great transcontinental railway will bring thousands of freight cars there to be sorted out and despatched to many destinations. Great repair shops will be built there to keep their vast rolling stock in order. Ocean-going ships will bring cargoes from east and west and transfer them to waiting freight trains. The ships will go away full to the hatches with the rich produce of British Columbia and the prairie provinces. Factories will spring up by the waterside and provide freight for ships and railroads. Thousands of men, women and children will occupy themselves in the fascinating task of living there until they die.

Vancouver has been called "the Wonder City" because of what one might almost call its unnatural growth during twenty-five years. Port Mann, as this new coast city is to be called, should repeat Vancouver's performance. In some ways Port Mann has already set a record that no other city in British Columbia, or even Canada, can boast. Over four million dollars' worth of land in Port Mann was sold before a single lot was cleared for building.

The plan on Page 179 represents seven hundred acres of land already cleared. Seven hundred acres more are in process of having the timber removed, and eventually Port Mann will occupy an area of about two thousand acres. To this, many suburbs will be added, so that the opinion expressed by many experts, that Port Mann will rapidly become one of the largest cities on the coast, seems to be amply justified.

The photographs which illustrate this article were specially taken for us, and if they are studied in conjunction with the plan they will show how thoroughly the scientific work of planning a big city of the future has been carried out.

Colonel A. D. Davidson, the land commissioner of the Canadian Northern Railway, has placed the information at our disposal for this article in a number of special interviews. He tells us that the general scheme has been supervised by Mr. Tod, an expert landscape architect. Many of the natural features, such as a rapid rise in the level of the land from ten to one hundred and thirty feet above the Fraser, and a long, winding ravine, have been utilized to embellish the general scheme. Mr. Tod has been able to introduce parks, squares, and crescents that will be novel features, and will enhance Port Mann as a residential city. Every detail of the plan



A PORTION OF THE RAVINE WHICH WILL FORM INVERGARRY PARK. THE STREAM WILL BE DAMMED TO FORM A BEAUTIFUL ORNAMENTAL LAKE

has been worked out, down to the naming of the streets, avenues and squares. In this work Colonel Davidson has displayed a national and patriotic spirit by selecting names of people and places famous in Canadian and British history. The name of Douglas, an early governor of the province, has been bestowed on a wide street. The names of other pioneers have been perpetuated in the same way. Invergarry Park takes its name from the Scottish home of Sir Donald Mann's parents. Such names as Oxford, Cambridge, King Street, Victoria, Coventry, Gladstone, Milner, Lansdowne, Wellington, Lorne, Alexandra, and others will bring memories of worthy people and famous places to the future citizens of Port Mann.

In selecting this site for their freight terminals, Mackenzie and Mann were impressed with the 2½ miles of waterfrontage which will enable ships of deep draught to lie alongside the wharves. Many less sanguine people have shaken their heads at the possibility of safe navigation on the Fraser. The fact that some sandbars have been troublesome is a matter that can be and is being remedied.

Two years ago a sandbank interfered with the approach to the great Fraser Mills, almost opposite Port Mann. The bank was

(*Continued on Page* 235)

GENERAL VIEW OF THE BUSINESS SECTION OF PORT MANN, FROM THE RESIDENTIAL SECTION. THE WATER IN THE DISTANCE IS THE FRASER RIVER, AND THE EXTENSIVE WATERFRONT FOR VESSELS OF DEEP DRAUGHT IS WELL SHOWN

Dr. McGuire, M.P.P., and the Coal Question

DURING the last four years Dr. McGuire, one of the five members for Vancouver, has been urging the Government to take steps to secure an adequate coal supply at reasonable prices throughout the province. A resolution moved by Dr. McGuire and seconded by Mr. McKay, was passed by the House and referred to Ottawa. The Dominion authorities up to now have not taken any action in the matter. On another page we publish a second article dealing with the question. For the information of our readers we publish here a copy of Dr. McGuire's resolution:

DR. G. A. M'GUIRE, M.P.P.

"Whereas it would appear that the cost of coal to the consumer in the Province of British Columbia is out of all proportion to the cost of production; and

"Whereas, owing to the abundance of the coal deposits in this province, and the proximity of the sources of supply to the market, the cost of coal to the consumer in British Columbia should be much less than at present is the case; and

"Whereas the excessive price of coal in British Columbia has the effect of retarding and preventing the establishment in this province of industries depending upon a fuel supply; and

"Whereas much of the product of the coal mines of the province is being exported to foreign markets and sold at a price that enables it to compete with coal from other countries in such foreign markets; and

"Whereas a belief exists that there is an understanding between the persons or corporations controlling or owning such coal mines to maintain the high prices now being charged to consumers in this province;

"Therefore, be it resolved, that an humble address be presented to His Honor the Lieutenant-Governor by this House, praying him to consider the advisability of appointing a royal commission to inquire into the following questions:

"1. Whether or not a combine or understanding exists among the coal producers, or any of them, of this province to establish and maintain prices charged for coal?

"2. Whether or not coal is being sold by producers, or any of them, for consumption outside British Columbia for a less price than that sold for consumption in the province?

"3. Whether or not the prices charged by the producers, or any of them, for coal consumed in British Columbia is excessive?

"4. Whether or not the prices charged by the producers, or any of them, of coal in British Columbia bear a reasonable proportion to the cost of production?"

We learn that Dr. McGuire has been again nominated as candidate for the Provincial House. He has a strong claim to the support of all coal consumers in his constituency. He has announced his intention to "stay with" the coal question until a satisfactory solution is reached.

BANFF-WINDERMERE MOTOR ROAD

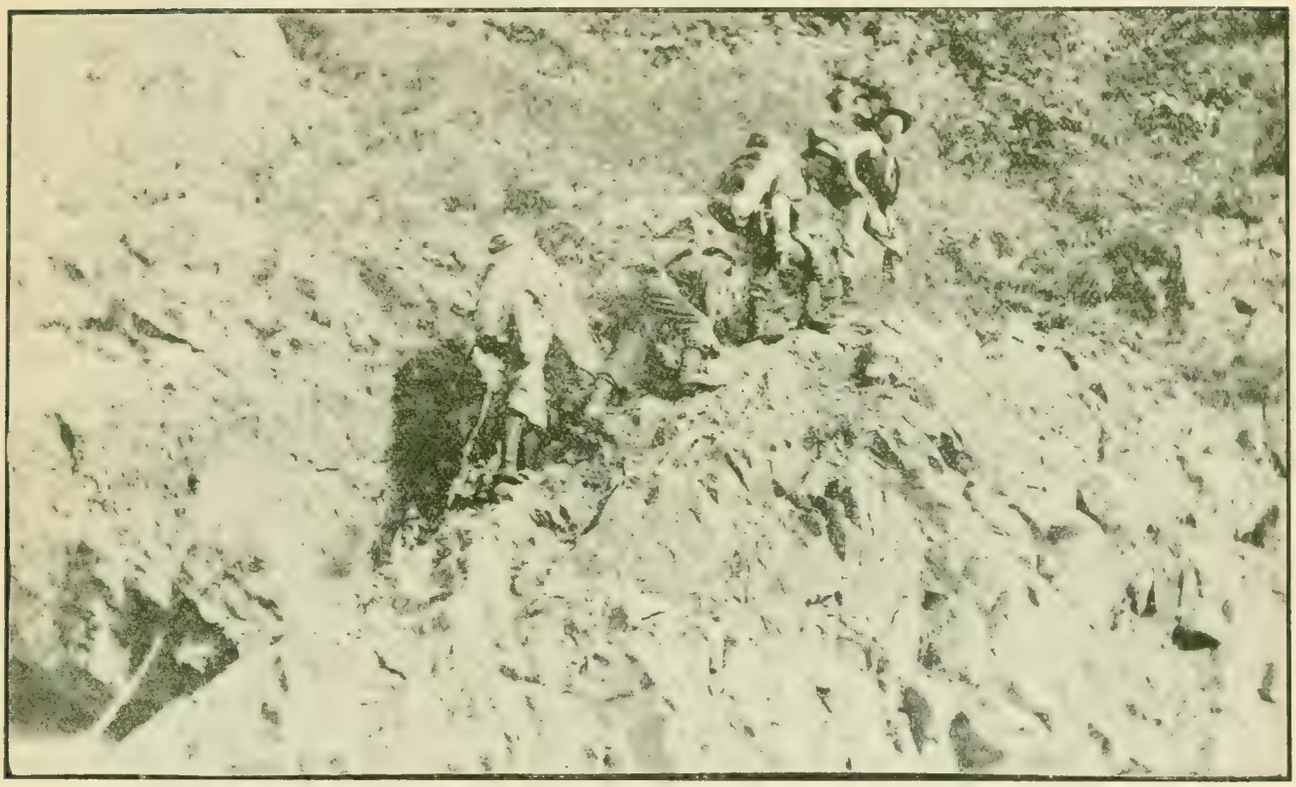
The white dotted line in the middle of this map indicates the course of the new motor road that is being constructed by the Provincial Government. An article by Mr. Foster, the Deputy Minister of Public Works, in which this road is described, will be found in this issue. The photographs illustrating the route were all taken from points on the survey of the road.

BANFF-WINDERMERE MOTOR ROAD

SURVEYORS OF THE NEW ROAD MOVING CAMP

SWIMMING THE BOW RIVER. A BRIDGE WILL BE BUILT HERE AS PART OF THE NEW ROAD

BANFF-WINDERMERE MOTOR ROAD



THE LOCATORS OF THE NEW ROAD

DOG TEAM USED BY ROAD-BUILDERS IN THE NORTH OF THE PROVINCE

CANYON ON THE VERMILION RIVER—A VIEW FROM THE NEW ROAD

CAMP ON SIMPSON CREEK

BANFF-WINDERMERE MOTOR ROAD

THE ROAD WILL CROSS THIS CANYON ON THE VERMILION RIVER AT THIS POINT

VERMILION RIVER—LOOKING WEST FROM THE NEW ROAD

SINCLAIR HOT SPRINGS IN WINTER. THIS IS SITUATED NEAR THE NEW ROAD

SUMMIT LAKE, SINCLAIR PASS. THIS LAKE HAS AN OUTLET ON EACH SIDE OF THE WATERSHED

THE GREAT WATERFALL IN STRATHCONA PARK, VANCOUVER ISLAND

CAMPBELL RIVER. THE GOVERNMENT ROAD ON THE ISLAND WILL CROSS JUST ABOVE THIS POINT

Hidden Treasure on Quebec Battlefield

By Ed. N. C.

[The following note, which was written specially for us, is a true story of a search for hidden treasure. Copies of the letters of which we give translations were sent to us in the original French, and were accompanied by a rough sketch of the ground.—Editor.]

ROBERT LOUIS STEVENSON, in "Treasure Island," appeals at once to the willingness we all have to find a goodly pile of buried gold. A hint of a rich gold strike is enough to send crowds of men and women panting to the Yukon, Stewart, or even the North Pole in the hope of finding wealth untold for the mere trouble of digging a hole in the ground. There are many stories of buried treasure that have become classic. A proposal to dive after Spanish galleons which went to the bottom laden with doubloons, moidores and pieces of eight, during the misadventures of the Spanish Armada, will always attract respectful interest. The old familiar "Spanish Prisoner" story, the buried treasures of Captain Kidd and his brother pirates, the hoard of the Incas of Peru, the buried millions of Cocos Island, and the lost "Tin Bucket" mine in California, will continue to render the minds of men uneasy long after we have passed on. Now we have a genuine story of buried treasure to be found near the plains of Abraham in old Quebec, which should stir the imagination of every young Canadian.

A Canadian journalist has recently investigated a story of treasure buried there during the historic struggle between Montcalm and Wolfe in the early days of this country. Documents both ancient and modern which were placed at his disposal apparently demonstrate that the story is no myth, but a matter of historic fact.

The story of the treasure is a part of the history of two nations. War existed at the time between England and France. In Quebec citadel, the supposedly impregnable stronghold of Louis-Quinze on this continent, a vast amount in Louis-d'or, gold doubloons from the Spanish main, family jewels of the grand seigneurs exiled here, silver-hilted daggers studded with precious stones, and other valuables and heirlooms brought out from chateaux in France, amounting in value to several million dollars, had been gathered for safe keeping toward the fall of 1758. An attack on the fort was considered a certainty, and to prevent all this wealth falling into the enemy's hands, Montcalm gave secret instructions for the treasure to be placed in pigskins and brass-bound trunks and taken in boats up the St. Charles River, near the city, and buried till such period as it could be exhumed in more auspicious times.

Now, in the spring of 1908 a French habitant, whom we will call Perron, living in an old chateau near Quebec city, conceived the idea of rebuilding the old-fashioned, ramshackle fireplace in the main room. Accordingly he set to work one morning, and in removing one of the huge cut stones in the rear came across a small oblong silver-bound box, exquisitely carved in fantastic design, with a small tarnished silver key in the lock. Amazed and delighted, he quickly assembled his family of seventeen children to wonder and exclaim at the discovery. Of course, there was but one thing to be done, namely, to leave the treasure trove exactly as it had lain for the last hundred and fifty years and go post-haste for the priest.

The box was then opened, and their curiosity was rewarded by a small parchment, yellow with age, bearing an inscription in old-fashioned French. The

writing was evidently that of a scholar, and was dated 1758. Translated into English it read as follows:

> "At the little bay on River Saint Charles, ten feet up the east bank and five feet deep in the earth, ye shall find buried in plaster, burnt wood, plate and ingot of silver and the skull of a sheep. Beneath is the secret of a great treasure."

The holy father counselled Perron to keep the document a secret until they had proven its truth or falsity. The couple went secretly to work next day, and after some trouble in gauging measurements and agreeing upon a likely spot, Perron dug a hole, and at a depth of eight feet (the difference in depth being, no doubt, due to the piling of new soil on the spot since the document was written) they found the plaster mould containing the queer collection of articles mentioned in the message. At the bottom of all was a small rusty iron-bound box, which they broke open. It contained a rough chart, written in French of the old regime. Freely translated, it read:

> "Across River Saint Charles to the wood near the small bay and peninsula. Twenty feet N.N.W. by N. toward the clump of firs.
>
> "Fifty feet as the sun sets.
>
> "Five deep and set in plaster the great treasure from the Citadel.
>
> "God save us all."

The pair gathered up the silver plate and ingot (which had become much tarnished), the skull and box, replaced the upturned sod, and returned home to the chateau, where they pondered over the chart for more than a week ere deciding on what to do next. Then one morning they went off with the precious chart to spy out the land, and after much groping around and calculation on the part of the priest, they decided on a spot at which to commence operations. Owing to the land being private property, the work had to be conducted at night, which made their task exceedingly difficult. Accompanied by the holy man swinging a lantern, poor Perron dug and dug and dug till every bone in his body ached with the exertion, but all the reward for his efforts was a huge pile of earth. After two nights spent in this manner Perron decided (unknown to the priest) to call in a local hypnotist. This man wrote to a well-known clairvoyant in Montreal for help in divining the whereabouts of the treasure. The Montreal man gave the details to the writer, with copies of the chart and parchment, a rude sketch of the ground taken by himself on the spot, and the letters received from the Frenchman which are appended at the foot of this article.

In the meantime, by aid of the chart, the Quebecois located the neighborhood of the treasure, took habitant Perron there by day and hypnotised him on the ground, in the hope that he would be able to locate the exact spot while under the spell, his concentration of mind on the subject being such since discovery of the original document that he pondered on it all day and dreamt of it by night.

The hypnotised subject, therefore, being landed from the boat on the eastern bank of the little St. Charles in the presumed bay, and being told in impressive manner by the hypnotist what was expected of him, led the way without hesitation half up the hillside into a small coppice of firs, gazed steadily down upon the ground for some moments, and waved his arms demonstratively around him, shrugged his shoulders, and muttered to his expectant companions, "Dans cent pieds, mes amis," meaning he had located the treasure spot within a hundred feet. They carefully marked the spot, and that very night brought up two men with picks and shovels and set to work. They made a hole twenty feet square by ten deep before morning, but without any success.

Between the time of finding the original document and the discovery of the chart in the spot indicated some months had elapsed, and in the meantime two brothers of the simple habitant, one in Los Angeles and the other in Paris, France, had been apprised and were on their way to Quebec to assist at the exhumation of the treasure and division of spoil. The Los Angeles man was burned to death in a train wreck on his journey across the continent, and the other brother disappeared one stormy night off the deck of an Atlantic liner and was never seen again!

A week or two later the Quebec hypnotist again put Perron under his influence and landed him on the bank of St. Charles one fine morning. This time he led off in a somewhat contrary direction, up the hill and across a miniature ravine, though within a stone's throw of the primary excavation. Arrived there he waved his

hands and again made the exclamation, "Within a hundred feet." Next night Perron and his merry men went to work in the dim light shed by a couple of candle lanterns and dug up another twenty-foot patch of mother-earth to about equal depth, and again without result.

Then the local man sent an urgent wire to Montreal for a brother clairvoyant, who travelled down to the ancient capital and went carefully over the ground, but had to give up in despair owing to the impossibility of purchasing the surrounding acres, which were held by the church, and to the danger of working by night as trespassers on private property.

Still, if these ancient documents can be relied on, which seems perfectly feasible, somewhere on that little peninsula of the St. Charles within a circumscribed radius lies buried today wealth in gold, ingots and jewellery sufficient to make men millionaires.

Appended are letters from the Quebecois to his Montreal confrere.

Translation of letters to Professor Wilfrid Campbell, at Montreal:

"Quebec, May 17, 1908.

"Dear Mr. Campbell:

"Will you please consider this letter seriously? I am a perfect hypnotist, but lack a complete knowledge of clairvoyancy. If you are really an expert clairvoyant I will join forces with you, and the result will be *several million dollars between us.* There exists at Quebec a place wherein the French founders of our country have cached underground a huge fortune which has never been recovered. I am not jesting: I hold certain documents and can locate the place exactly within a radius of a hundred feet, and I will lead you to it, once you have proved your capacity to me, and we will share equally in the find.

"I remain, Yours truly,

"_____."

"Quebec, May 22, 1908.

"Dear Sir:

"Replying to yours of 20th inst., I am quite sure you will suit my purpose, and will give you all details possible at this writing.

"Firstly, the ground containing the treasure is not my property and we must work at night, *but we can take our time,* seeing the place is forty acres from the nearest houses. Above all things, we must keep a still tongue in a wise head, for the owner and the government have the right to confiscate anything we may find. It's easy to go over the ground in daytime. I will explain everything at proper time and place. This treasure is supposed to have been cached by the French army between 1758 and 1765, and it is of vast amount. I am quite confident it lies within a space of 100 feet by 50, but the most difficult problem for me to decide on is the exact spot, and it is there you'll be of service if you are a perfect clairvoyant. Shall give you every assistance and all my knowledge as soon as you produce the proof required. I have performed on several subjects and have made them partly clairvoyant, but have not attained to the degree of perfection desired. I hope you will excel all others I have known.

"I speak English, but do not write it. You can write me in English—I read it as well as French, but will continue to write you in French.

"If you can come to Quebec before June it will be preferable, because there are less spies around at present than there will be in June, during the fetes.

"Always yours,

"_____."

Now, all good treasure hunters, go to it.

British Columbia and the Yellow Man

THE steady and splendid progress of British Columbia in the Dominion and the Empire, and her geographical location as the Pacific gateway to Canada, have made her loom large in present world-history. She is better known in China and Japan than any other Canadian province, and by reason of this fact the Chinese and Japanese are more attracted to her shores than to any other portion of the Dominion.

This being undeniable, what is the duty of this generation to the next, and all succeeding generations, in grappling with this question of Oriental immigration? Its duty is an active, and a present and positive, duty. To temporize will be fatal; to adopt make-shift measures will be to fail.

How easy it is, and how easy it has been, to make excuses for the employment of Chinese and Japanese labor and the patronizing of Oriental industries. And how significantly and insidiously has the growth of the Eastern population and its industrial importance been thereby advanced. Let it be confidently stated as a basic proposition that the advent of the Chinaman or the Jap into a Caucasian community is an unmixed evil to the white man.

It is not necessary to belittle nor vilify either Oriental race in saying this. It is only necessary to remind ourselves of certain truths, to bring home to everyone the conviction that the Oriental was never intended, either by nature or art, to live with the white man.

Racially he is as opposite to the Anglo-Saxon in life, thought, religion, temperament, tastes, morals, and modes, as ice is to fire. AND HE CAN NEVER BE OTHERWISE. There is the test; this is the touchstone that irrevocably fixes the difference. He cannot be changed, even by centuries of contact, any more than the leopard can change his spots. He may adopt certain of the white man's vices, because to him these seem virtues; but he will not take up any of the white race's virtues, because these seem either as vices to him or negligible trifles. So that, to begin with, in this review you may set it down as unalterable that, racially, the yellow man can never become a white man.

Mentally, the inhabitant of the Oriental countries has a fixed and many-century-old status, which differs absolutely from that of the white race. The Chinaman is outwardly stolidly indifferent to the western trend of thought, or inwardly cunningly contemptuous of it. The Jap, with quicker mental perceptions, is diplomatically imitative but racially contemptuous. In commerce, art, science, education, and particularly in religion, both races have never had, and never will have, anything in common with the Caucasian. In only one phase of modern thought do they swing level with the white man, and that is in the acknowledgment of the supremacy of brute force as the compelling factor in war.

But with the white man there is a spiritual reservation that might does not make right, even where success is on the side of the heaviest battalions. With the Oriental, fatalist and pagan as he is, there is no such reservation. His god is Power, and with him MIGHT IS ALWAYS RIGHT:

"The good old rule
Sufficeth them, the simple plan,
That they should take who have the power,
And they should keep who can."

This is the creed of all Oriental tribes since Gengis Khan and the Mad Mullah.

And every thinking man can assure himself that the yellow man, mentally, can never become a white man.

Physically the yellow men and the white men have never compared in a similar degree, so that the very structure of the races presents its veritable flesh and blood barrier against any possible blend or amalgamation. Short and squat as a rule, how-

ever agile or muscular, their development has been brought down through the centuries on a vastly different plan. Their sports are not ours; their diet is dissimilar; their phrenological contours are not ours; their faces, features, hair, eyes, limbs and entire structural conformation are unlike ours. Any blend with the white man will be a distinct deterioration to the Caucasian, mongrelizing him without aiding the Oriental.

The yellow man is not a meat eater. He lives strangely. When a Chinaman does devour what he calls meat he consumes the flesh of rats, dogs and such delicacies. He underlives and undersells his labor in the white man's market until such time as he dares, and then none so quick as he to advance the price on his work, though at the same time existing on a pittance. His physical wants are such as his ancestors in China and Japan were used to from time immemorial, and even when he cuts his queue and dons the white man's clothing he only emphasizes his Orientalism. Even in the shell or outward mask of the man, therefore, there is the irreconcilable mark of absolute divergence, the stamp of the different man.

And in taking this further fact into consideration, it is as well to recollect that, physically, the yellow man will never become a white man.

The moral chasm between the two races is the widest and deepest of all. The effect of a Chinese settlement in a city or a community is that of a pestilence. It eats into the moral tone like acid. Visitors to such places begin with curiosity and end with degradation:

"Vice is a monster of such frightful mien,
As, to be hated, needs but to be seen;
Yet seen too oft, familiar with her face,
We first endure, then pity, then embrace."

Opium-smoking, gambling, gross immorality—all these come in the train of a Chinese settlement. And perhaps the most unconscious immorality of all is the setting-up of missions in their midst in an attempt to convert the Chinese to the Christian religion. The Chinaman is the irreducible residuum of unconvertible paganism. Any and every profession of his as to the Christian religion is for revenue only.

Wherever the yellow race mixes, mingles, or even touches with the Caucasian, corrosion follows as surely as fire scorches silk. The Oriental has no ideals, save wealth, power and strength. Granting that these are still ideals, and often too much so, of the Caucasian, he has still at least a leaven of the spiritual. Not so with the Chinese nor the Japanese.

The presence of these races is a vital menace to the present, even to adults. To children it is the deadly upas-tree of death and corruption. For the future this problem means an Empire-wide struggle, not necessarily of warfare, but of elimination. As the code of morals of the Oriental is to us mostly immorality unadorned, it follows as the day the night that, morally, the yellow man will never become a white man.

Racially, mentally, physically and morally the Oriental is an impossible blend with the white man. He is with us to a greater or less extent in British Columbia. What are we going to do with him? We cannot tax him away, in my judgment. We cannot exterminate him. We cannot persuade him to take his departure. We can discourage him from increasing in numbers by legislation, but what can we do to encourage him to fold his tents and silently steal away?

It is a pleasing fallacy with some of us that the Government should do everything. What IS the Government? It is you, my dear sir, and I, and all of us. If the people of British Columbia, in every city, town and district, would do their duty in this matter, there would be an exodus of Orientals comparable to the departure of the rats from Hamelin town. The proposition is enormously simple. Let every man and woman in the province resolutely refuse to employ or pay to any Oriental a single penny for any service of any kind. Let them further have no traffic or any business with any Oriental merchant. Let them ascertain whether any Caucasian firms they do business with employ Oriental help, and cease trading with that firm unless all Orientals are discharged. Let all householders forthwith discharge all Oriental help and endure whatever inconvenience comes, rather than have Oriental servants.

Let this be done, and your Oriental will solve the problem for you by getting

out on the first boat or train. Drastic treatment? Certainly! You cannot accomplish results in this instance by sesame and lilies! And this is a legal and a justifiable solution of the difficulty. "But," say the alarmists, "our trade with the Orient!" Never fear! The Orientals will continue to buy what they need where they can get it most advantageously. And supposing, for the sake of the argument, that we lost the Orient trade. Self-preservation is the first law of nature; and to eliminate the Oriental is self-preservation. Trade is a good thing, no doubt; but Empire is better, and Empire depends on a chain in which each link must be of white men's hands firmly clasped.

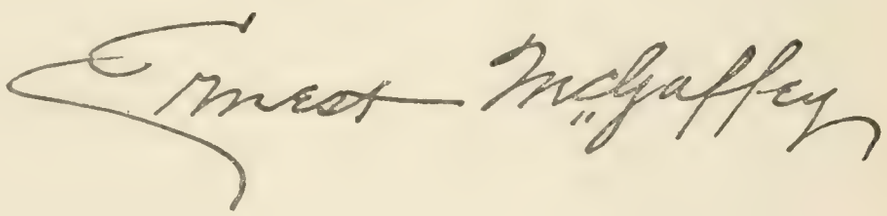
The Premier of British Columbia has fought a gallant fight for a white British Columbia. Every man or woman who directly or indirectly encourages the Chinaman or Jap to stay in the province is, consciously or unconsciously, fighting against him. This question cannot be settled once and for all except by an aroused public opinion which is willing to suffer inconvenience, and even loss, in order to improve present conditions and assure for future generations the greatest province in the Empire's history.

The Japanese race has done wonders in the past few years. Japan needs them. No finer opportunities await them than those in their native land. Korea, also, providentially coming into their guardian hands, is an additional field for their many virtues and excellencies.

The Chinese Republic, just emerged into view, through the beneficent patriotism of Dr. Sun Yat Sen, also affords unexampled chances for both the old and the rising generations of the Chinese in every portion of the globe.

British Columbia, on the eve of a superb future, is both climatically and in every other way the very chosen land for the Anglo-Saxon.

Japan for the Japanese. China for the Chinese. And British Columbia for the white man.



The Trail

The little brown trail ran winding 'round
The lake's blue glimmer, and up the mound,
And out of the gate in merry glee,
'Way over the prairie it beckoned to me—
The little, brown, winding trail.

The trodden trail was hard to find
In the dusk and snow, and far behind
A twinkling light seemed calling me back;
But I stared through the gloom at the deepening track—
The treacherous, drifting trail.

The little-worn trail is winding still
To the low, bare cabin just over the hill,
And oh! but my heart is lonely tonight,
For there shines through the gloom no beckoning light
Over the old, old trail.

—E. A. H.

The British Columbia Government and the Road Problem

Written specially for this magazine by the Deputy Minister of Public Works, W. W. Foster.

IN a province of over four hundred thousand square miles, containing nearly every conceivable form of physical characteristic and climatic extreme, the road problem is a very difficult as well as interesting one. Every form of road machinery and means of transportation is needed to cope with the differing situations. Around the more densely populated sections the most up-to-date road machinery is employed, whilst in the far northern portions of the province dog teams are still required to transport supplies.

In past years, before British Columbia entered upon its present era of prosperity, old trails, many of them relics of Indian and game tracks, were improved each year with more regard to immediate necessity and economy than future utility. These trails followed the line of least resistance to an objective point for the time being, and had hardly any other feature to commend them. The comprehensive plan now being worked upon, which will result in a complete system of trunk roads throughout the province, with the necessary local treatment for the differing needs of mining, timber or agricultural districts, requires a careful reconnaissance of existing as well as projected roads to ensure that most essential item of location being given the closest consideration.

In planning its road system for the purpose of opening up British Columbia's vast natural resources, the Government keep primarily in view the question of the cost of transportation.

In this connection location is obviously the most important feature of our work. Road-building is no longer simply a question of initial cost, the character of the road when built, and its probable charge on the Treasury for maintenance.

The cost of transportation is the vital consideration. We note how this will be affected by length, rate of grades, and amount of rise and fall. We have to assist us well-established and significant figures relating to the cost of transportation on country roads.

While the cost varies in different parts of the country from eight to thirty cents to haul one ton one mile, it averages about twenty-five cents. The saving already effected by roads that will permit transportation at the lower figure is already very great. If road construction were carried out in future under similar conditions to those of the past, the continual loss to trade due to unnecessarily expensive transportation would be incalculable. We are avoiding this waste by careful location and by providing a high standard of road bed.

While recognizing the necessity for standard road bed, we also have to consider the varying types of road suited to different districts and local needs. The vastly different physical conditions and climatic extremes encountered call for a classification of highways which will provide types suited to all contingencies.

The road-building methods of even a few years ago are obsolete. This applies particularly to suburban and main trunk roads where the constant and differing action of automobiles and other improved means of road transportation rapidly disintegrate the ordinary "water bound" road. This necessitates the use of special surfacing or paving that was never used formerly.

The proper maintenance of roads is as important as their construction, and the time is rapidly approaching when the ordinary methods of supervision will be superseded by a system of permanent section gangs whose sole duty it will be to look after maintenance.

Owing to the enormous area involved

Why We Need Good Roads

1. To develop our natural resources.

2. To lower the cost of marketing our agricultural products, which already amount to a value of $14,000,000 per annum.

3. To open up vast areas of wild land waiting for the plough.

4. To tap the rich mineral districts, of which less than one-third have been prospected.

5. To develop our rich timber areas.

6. To permit of easy and economical travel for business and pleasure.

7. To enhance values, and by lessening the cost of transportation to reduce the high cost of living.

8. To complement the rapid extension of the great railway systems.

9. To make our scenery and climate revenue-producing.

W. W. FOSTER,
Deputy Minister Public Works, Victoria.

and the widely varying local needs, a general policy must of necessity be somewhat elastic. But by providing general standards with efficient organization and supervision, such a policy can be, and is being, carried out.

An increasing annual expenditure for public works has been directed during the last few years to improving road transportation. This year over eight million dollars have been voted for this purpose, of which five millions will be spent on roads and bridges. In distributing this sum provision has been made for several "feature" roads. This term is used to describe roads that are of more than local interest. The term "scenic" would not do justice to these roads, and it is a little too vague in a province where every road of any length may claim such a title.

Attracting first attention amongst such roads is the Inter-Provincial Highway—an undertaking made practicable by the Minister of Public Works, the Hon. Thos. Taylor, who after a plan of action had been formulated and preparatory work commenced in British Columbia, secured the co-operation of the sister provinces of Alberta, Saskatchewan and Manitoba; and it would now appear that the Dominion Government, also realizing the immense benefit to be secured by a great highway traversing the Dominion, will support it financially, which will result in the completion of the road at a much earlier date than would otherwise have been possible.

In British Columbia considerable progress was made last year, and throughout the season surveyors were engaged mapping out the route, which, commencing at Vancouver and New Westminster, runs to Hope, over the mountains via Princeton to Trail, where the Columbia River is crossed by a very fine steel bridge now under construction. Thence it will follow to a large extent the old Dewdney trail to the boundary line of Alberta.

Complementary to the Inter-Provincial Highway is the International Pacific Road, running from Mexico to Vancouver, a distance of two thousand miles, the British Columbia portion of which is rapidly being brought up to standard. This trunk road will ultimately be continued in a northerly direction through British Columbia to the Alaskan boundary.

A further undertaking for which provision is made in this year's estimates is the construction of a motor road from Castle Mountain to a point near Windermere, connecting at the one end with the Calgary-Banff road, and at the other with the existing Cranbrook-Golden road, thus providing a round trip, or an alternative route to the proposed Inter-Provincial road, from Calgary via the Banff National Park. The cost of building this road, which was surveyed this last summer, is jointly shared by the Provincial Government and the C. P. R. from its summit through to Windermere; whilst the Dominion Government bears the expense of construction within the National Park, including a bridge over the Bow River. In this issue will be found a series of photographs taken from points along the survey, and the attractions such a route will have for tourists and others are obvious. In a map accompanying the photographs the course of this magnificent road is marked by a dotted line.

From Castle Mountain the road reaches the Vermillion River, via the Vermillion Pass, and following the river, runs between two of the main chains of the Rockies, in closest possible proximity to a wonderful wealth of Alpine scenery. Coupled with the luxurious vegetation of the valley is the fact that, owing to the fauna having been so far but little disturbed, it opens up a district for the nature lover hitherto inaccessible, except at great expense. From the point where the Vermillion joins the Kootenay there is a wonderful beauty in the park-like nature of the ever-widening valley. At the mouth of the Simpson River, where no doubt a chalet will be erected at no distant date, a panorama including the valleys of the Simpson and Kootenay, with mountain ranges beyond, is unfolded, that is probably without a peer.

Turning south from the Kootenay and using the Sinclair Pass to reach the Columbia Valley, the road traverses scenery diverse in character, but of equal beauty. At the exact summit of the Pass is to be found a charming lake of the vivid emerald color that is only seen in a mountain lake at high elevation. A very remarkable feature of the lake, which so far is unnamed, are its outlets. One stream runs east and connects with the Kootenay and thence flows south, while the other, the Sinclair

Creek, flows from the opposite end of the lake directly west to the Columbia. The Columbia flows north, making a detour of hundreds of miles before its waters and those of the Kootenay again intermingle in Southern British Columbia.

On Sinclair Creek is a canyon of extraordinary character, through which the highway will pass by suspended bridging, and near the canyon's mouth is a hot spring of marvellous curative powers. The efficacy of the spring had an added mystery to the Indian from the Prairie, who in days gone by brought his sick to drink the waters, by reason of the fact that the canyon rock, and in fact the whole mountain in the vicinity, is a bright brick-red in color.

Continuing down the creek practically to its junction with the Columbia River, the existing Cranbrook-Golden road is reached, traversing the famous Columbia valley, about which so much has already been written.

The total length of the Banff-Windermere road is about 80 miles, and it is noteworthy that, notwithstanding the character of the country traversed, an average maximum grade of two and a half per cent. has been obtained.

Of perhaps greater interest, as being nearer the larger centres of population, will be the development of Strathcona Park, an area of 240 square miles in the centre of Vancouver Island, upon which a sum of one hundred thousand dollars is to be expended this season.

Strathcona Park, with its magnificent lakes, forests and alpine scenery (for here, too, are mountains of formidable dimension)—peaks that, allowing for the difference in initial elevation, are as high as any of the main peaks of the Rockies and equally alpine in character, with its wealth of fauna and flora, and every conceivable form of natural beauty, is immensely superior to any similarly situated tract of territory elsewhere. Its development will necessarily include, not only roads within the park area, but access from the existing Island trunk road, at the northeast, with probably an alternative road via Alberni as its southwest entrance.

With a good roads programme so comprehensive in character, efficiency can only be secured by thorough organization, and this year's work is being preceded by a convention of engineers and road superintendents. At this convention, in addition to lectures upon road-building, full opportunity will be allowed for the discussion of local problems, and there is no doubt that this convention will not only result in better organization and a higher standard of road construction, but still further impress upon those participating in it the all-important part good roads can take in the development of this magnificent province.

The Pathway of Pain

"Ho! traveller. Prithee, answer me!
Say if at yonder bend there be
A narrow, tortuous, high-walled lane
That men have called the Path of Pain?"

The ancient traveller raised his head;
"A narrow pathway, sir?" he said,
"High-walled and gloomy, wet with rain
Of bitter tears—a Path of Pain?

"Ask not the way of me, good youth—
Ask thine own heart and hear the truth!
Bend low thine ear—is it not plain
Where now thou'lt find thy Path of Pain?

"Look down and pity; lend thine aid.
For thine own self be not afraid;
And seek no more a half-hid lane—
Life's highway is the Path of Pain."

—E. A. H.

Under the Deck Awnings

By Jack London

"CAN any man—a gentleman, I mean—call a woman a pig?" The little man flung this challenge forth to the whole group, then leaned back in his deck chair, sipping lemonade with an air commingled of certitude and watchful belligerence. Nobody made answer. They were used to the little man and his sudden passions and high elevations.

"I repeat, it was in my presence that he said a certain lady, whom none of you knows, was a pig. He did not say swine. He grossly said she was a pig. And I hold that no man who is a man could possibly make such a remark about any woman."

Dr. Dawson puffed stolidly at his black pipe. Matthews, with knees hunched up and clasped by his arms, was absorbed in the flight of a guny. Sweet, finishing his Scotch-and-soda, was questing about with his eyes for a deck steward.

"I ask you, Mr. Treloar, can any man call any woman a pig?"

Treloar, who happened to be sitting next to him, was startled by the abruptness of the attack, and wondered what grounds he had ever given the little man to believe that he could call a woman a pig.

"I should say," he began his hesitant answer, "that it—er—depends on the—er—the lady."

The little man was aghast.

"You mean . . . ?" he quavered.

"That I have seen female humans who were as bad as pigs—and worse."

There was a long, pained silence. The little man seemed withered by the coarse brutality of the reply. In his face was unutterable hurt and woe.

"You have told of a man who made a not nice remark, and you have classified him," Treloar said in cold, even tones. "I shall now tell you about a woman—I beg your pardon—a lady, and when I have finished I shall ask you to classify her. Miss Caruthers I shall call her, principally for the reason that it is not her name. It was on a P. & O. boat, and it occurred neither more nor less than several years ago.

"Miss Caruthers was charming. No; that is not the word. She was amazing. She was a young woman, and a lady. Her father was a certain high official, whose name, if I mentioned it, would be immediately recognized by all of you. She was with her mother and two maids at the time, going out to join the old gentleman wherever you like to wish in the East.

"She, and pardon me for repeating, was amazing. It is the one adequate word. Even the most minor adjectives applicable to her are bound to be sheer superlatives. There was nothing she could not do better than any woman and than most men. Sing, play—bah!—as some rhetorician once said of old Nap, competition fled from her. Swim! She could have made a fortune and a name as a public performer. She was one of those rare women who can strip off all the frills of dress, and in simple swimming suit be more satisfyingly beautiful. Dress! She was an artist. He taste was unerring.

"But her swimming. Physically, she was the perfect woman—you know what I mean; not in the gross, muscular way of acrobats, but in all the delicacy of line and fragility of frame and texture. And combined with this, strength. How she could do it was the marvel. You know the wonder of a woman's arm—the forearm, I mean; the sweet fading away from rounded biceps and hint of muscle, down through small elbow and firm, soft swell to the wrist, small, unthinkably small, and round and strong? This was hers. And yet, to see her swimming the sharp, quick English overhand stroke, and getting somewhere with it, too, was—well, I understand anatomy and athletics and such

things, and yet it was a mystery to me how she could do it.

"She could stay under water for two minutes. I have timed her. No man on board, except Dennitson, could capture as many coins as she with a single dive. On the forward main-deck was a big canvas tank with six feet of sea water. We used to toss small coins into it. I have seen her dive from the bridge deck—no mean feat in itself—into that six feet of water, and fetch up no fewer than forty-seven coins, scattered willy-nilly over the whole bottom of the tank. Dennitson, a quiet young Englishman, never exceeded her in this, though he made it a point always to tie her score.

"She was a sea-woman, true. But she was a land-woman, a horsewoman—a—she was the universal woman. To see her, all softness of flowing dress, surrounded by half a dozen eager men, languidly careless of them all or flashing brightness and wit on them and at them and through them, one would fancy she was good for nothing else in the world. At such moments I have compelled myself to remember her score of forty-seven coins from the bottom of the swimming tank. But that was she, the everlasting wonder of a woman who did all things well.

"She fascinated every betrousered human around her. She had me—and I don't mind confessing it—she had me to heel along with the rest. Young puppies and old, grey dogs who ought to have known better—oh, they all came up and crawled around her skirts and whined and fawned when she whistled. They were all guilty, from young Ardmore, a pink cherub of nineteen, outward bound for some clerkship in the Consular Service, to old Captain Bentley, grizzled and seaworn, and as emotional, to look at, as a Chinese joss. There was a nice, middle-aged chap—Perkins, I believe—who forgot his wife was on board until Miss Caruthers sent him to the right-about and back where he belonged.

"Men were wax in her hands. She melted them, or softly moulded them, or incinerated them, as she pleased. There wasn't a steward, even, grand and remote as she was, who, at her bidding, would have hesitated to souse the Old Man himself with a plate of soup. You have all seen such women—a sort of world's desire to all men. As a man-conqueror she was supreme. She was a whip-lash, a sting and a flame, an electric spark. Oh, believe me, at times there were flashes of will that scorched through her beauty and seduction and smote a victim into blank and shivering idiocy and fear.

"And don't fail to mark, in the light of what is to come, that she was a prideful woman. Pride of race, pride of caste, pride of sex, pride of power—she had it all, a pride strange and wilful and terrible.

"She ran the ship, she ran the voyage, she ran everything, and she ran Dennitson. That he had outdistanced the pack even the least wise of us admitted. That she liked him, and that this feeling was growing there was not a doubt. I am certain that she looked on him with kinder eyes than she ever looked on man before. We still worshipped, and were always hanging about waiting to be whistled up, though we knew that Dennitson was laps and laps ahead of us. What might have happened we shall never know, for we came to Colombo, and something else happened.

"You know Colombo, and how the native boys dive for coins in the shark-infested bay. Of course, it is only among the ground sharks and fish sharks that they venture. It is almost uncanny the way they know sharks and can sense the presence of a real killer—a tiger shark, for instance, or a grey nurse strayed up from Australian waters. But let such a shark appear, and, long before the passengers can guess, every mother's son of them is out of the water in a wild scramble for safety.

"It was just after tiffin, and Miss Caruthers was holding her usual court under the deck-awnings. Old Captain Bentley had just been whistled up, and had granted her what he never granted before—nor since—permission for the boys to come up on the promenade deck. You see, Miss Caruthers was a swimmer, and she was interested. She took up a collection of all our small change, and herself tossed it overside, singly and in handfuls, arranging the terms of the contests, chiding a miss, giving extra rewards to clever wins, in short, managing the whole exhibition.

"She was especially keen on their jumping. You know, jumping feet first from a height, it is very difficult to hold the

body perpendicularly while in the air. The centre of gravity of the human body is high, and the tendency is to overtopple. But the little beggars employed a method which she declared was new to her, and which she desired to learn. Leaping from the davits of the boat-deck above, they plunged downward, their faces and shoulders bowed forward, looking at the water. And only at the last moment did they abruptly straighten up and enter the water erect and true.

"It was a pretty sight. Their diving was not so good, though there was one of them who was excellent at it, as he was in all the other stunts. Some white man must have taught him, for he made the proper swan dive, and did it as beautifully as I have ever seen it. You know, it is head-first into the water, and, from a great height, the problem is to enter the water at the perfect angle. Miss the angle, and it means at the least a twisted back and injury for life. Also, it has meant death for many a bungler. But this boy could do it—seventy feet I know he cleared in one dive from the rigging—clenched hands on chest, head thrown back, sailing more like a bird, upward and out, and out and down, body flat on the air so that if it struck the surface in that position it would be split in half like a herring. But the moment before the water is reached the head drops forward, the hands go out and lock the arms in an arch in advance of the head, and the body curves gracefully downward and enters the water just right.

"This the boy did, again and again, to the delight of all of us, but particularly of Miss Caruthers. He could not have been a moment over twelve or thirteen, yet he was by far the cleverest of the gang. He was the favorite of his crowd, and its leader. Though there were a number older than he, they acknowledged his chieftaincy. He was a beautiful boy, a lithe young god in breathing bronze, eyes wide apart, intelligent, and daring—a bubble, a mote, a beautiful flash and sparkle of life. You have seen wonderful, glorious creatures—animals, anything, a leopard, a horse—restless, eager, too much alive ever to be still, silken of muscle, each slightest movement a benediction of grace, every action wild, untrammelled, and over all spilling out that intense vitality, that sheen and lustre of living light. The boy had it. Life poured out of him almost in an effulgence. His skin glowed with it. It burned in his eyes. I swear I could almost hear it crackle from him. Looking at him, it was as if a whiff of ozone came to one's nostrils—so fresh and young was he, so resplendent with health, so wildly wild.

"This was the boy. And it was he who gave the alarm in the midst of the sport. The boys made a dash of it for the gangway platform, swimming the fastest strokes they knew, pell-mell, floundering and splashing, fright in their faces, clambering out with jumps and surges, any way to get out, lending one another a hand to safety, till all were strung along the gangway and peering down into the water.

" 'What is the matter?' asked Miss Caruthers.

" 'A shark, I fancy,' Captain Bentley answered. 'Lucky little beggars that he didn't get one of them.'

" 'Are they afraid of sharks?' she asked.

" 'Aren't you?' he asked back.

"She shuddered, looked overside at the water, and made a *moue*.

" 'Not for the world would I venture where a shark might be,' she said, and shuddered again. 'They are horrible! Horrible!'

"The boys came up on the promenade deck, clustering close to the rail and worshipping Miss Caruthers, who had flung them such a wealth of backsheesh. The performance being over, Captain Bentley motioned to them to clear out. But she stopped him.

" 'One moment, please, Captain. I have always understood that the natives are not afraid of sharks.'

"She beckoned the boy of the swan dive nearer to her, and signed to him to dive over again. He shook his head, and along with all his crew behind him laughed as if it were a good joke.

" 'Shark,' he volunteered, pointing to the water.

" 'No,' she said. 'There is no shark.'

"But he nodded his head positively, and the boys behind him nodded with equal positiveness.

" 'No, no, no,' she cried. And then to us, 'Who'll lend me a half-crown and a sovereign?'

"Immediately the half-dozen of us were presenting her with crowns and sovereigns,

and she accepted the two coins from young Ardmore.

"She held up the half-crown for the boys to see. But there was no eager rush to the rail preparatory to leaping. They stood there grinning sheepishly. She offered the coin to each one individually, and each, as his turn came, rubbed his foot against his calf, shook his head, and grinned. Then she tossed the half-crown overboard. With wistful, regretful faces they watched its silver flight through the air, but not one moved to follow it.

" 'Don't do it with the sovereign,' Dennitson said to her in a low voice.

"She took no notice, but held up the gold coin before the eyes of the boy of the swan dive.

" 'Don't,' said Captain Bentley. 'I wouldn't throw a sick cat overside with a shark around.'

"But she laughed, bent on her purpose, and continued to dazzle the boy.

" 'Don't tempt him,' Dennitson urged. 'It is a fortune to him, and he might go over after it.'

" 'Wouldn't *you?*' she flared at him. 'If I threw it?' The last more softly.

"Dennitson shook his head.

" 'Your price is high,' she said. 'For how many sovereigns would you go?'

" 'There are not enough coined to get me overside,' was his answer.

"She debated a moment, the boy forgotten in her tilt with Dennitson.

" 'For me?' she said very softly.

" 'To save your life—yes. But not otherwise.'

"She turned back to the boy. Again she held the coin before his eyes, dazzling him with the vastness of its value. Then she made as to toss it out, and involuntarily he made a half-movement toward the rail, but was checked by sharp cries of reproof from his companions. There was anger in their voices as well.

" 'I know it is only fooling,' Dennitson said. 'Carry it as far as you like, but for heaven's sake don't throw it.'

"Whether it was that strange wilfulness of hers, or whether she doubted the boy could be persuaded, there is no telling. It was unexpected to all of us. Out from the shade of the awning the coin flashed golden in the blaze of sunshine, and fell toward the sea in a glittering arch. Before a hand could stay him, the boy was over the rail and curving beautifully downward after the coin. Both were in the air at the same time. It was a pretty sight. The sovereign cut the water sharply, and at the very spot, almost at the same instant, with scarcely a splash, the boy entered.

"From the quicker-eyed black boys watching came an exclamation. We were all at the rail. Don't tell me it is necessary for a shark to turn on its back. That one didn't. In the clear water, from the height we were above it, we saw everything. The shark was a big brute, and with one drive he cut the boy squarely in half.

"There was a murmur or something from among us—who made it I did not know; it might have been I. And then there was silence. Miss Caruthers was the first to speak. Her face was deathly white.

" 'I . . . I never dreamed,' she said, and laughed a short, hysterical laugh.

"All her pride was at work to give her control. She turned weakly toward Dennitson, and then on from one to another of us. In her eyes was a terrible sickness, and her lips were trembling. We were brutes—oh, I know it, now that I look back upon it. But we did nothing.

" 'Mr. Dennitson,' she said, 'Tom, won't you take me below?'

"He never changed the direction of his gaze, which was the bleakest I have ever seen in a man's face, nor did he move an eyelid. He took a cigarette from his case and lighted it. Captain Bentley made a nasty sound in his throat, and spat overboard. That was all; that and the silence.

"She turned away and started to walk firmly down the deck. Twenty feet away she swayed and thrust a hand against the wall to save herself. And so she went on, supporting herself against the cabins and walking very slowly."

Treloar ceased. He turned his head and favored the little man with a look of cold inquiry.

"Well," he said finally. "Classify her."

The little man gulped and swallowed.

"I have nothing to say," he said. "I have nothing whatever to say."

—*The "Bystander."*

Divided We Stand

—From *Punch.*

In this clever cartoon Mr. Lloyd George and Mr. Lewis Harcourt, both members of the Asquith Cabinet, are shown expressing entirely opposite opinions on the question of "Votes for Women." Mr. Lloyd George is in favor of the proposed legislation to give the franchise to women, and Mr. Harcourt and Mr. Asquith are opposed to it.

Editorial Comment

THE ENGLISH-SPEAKING POWERS

A RECENT editorial in the *Pall Mall Gazette* has given expression and form to a principle both wise and sound. It says: "It is already a remarkable thing that two of the greater powers, the United Kingdom and the United States, hold in common the tongue that Shakespeare spake. A third will be added to their company. Before many decades have carried us to a point of the twentieth century which will be reached by many now living Canada will have a population equal to our own. It will be backed by material resources even more ample than ours, and the citizens of the Dominion, owing to climatic conditions as well as to heredity, will possess a natural vigor—and, we doubt not, a moral energy—equal to the physical fibre and inward temper of any strong people yet known. Canada, as we hope, will be inseparable from the Mother Country, yet not wholly separate from the kindred republic, but attached to it on the contrary by ties of true fraternity. When there are three great English-speaking Powers in existence the question of what manner of public relations are to exist between them will be the vital issue for each of them and will present for solution, before the rising generation passes away, the biggest, as well as the best, among all the problems of world policy. . . . .

"The maintenance of the British Empire may depend, during the next couple of decades or so, upon the action of Canada; and the greatest of the self-governing states under the flag will also play a vital part in determining what permanent relationship is ultimately to exist between the American Republic and the British Empire as a whole. What might they not do together? We shall not say that they could impose peace upon the world, for a large part of human concerns is none of their business, and we hope they will never attempt to take the whole universe in charge. But they could place all their own common interests upon a basis of impregnable security. Above all, they could make all the ocean routes, which are the main pathways of human intercourse, as safe as Oxford Street under the quiet supervision of a civil police. They could assure absolutely the peace of the seas and the attainment of every democratic ideal—springing from the root of tradition, yet unfolding towards strength in freedom—that the English-speaking communities hold in common. The Senate, well within its rights, may relegate

the new arbitration proposals to 'cold storage.' Other incidental difficulties and delays may be encountered. Years may elapse before the question of an indissoluble alliance between English-speaking communities, destined to include three of the Greater Powers in their own family circle, can be practically mooted or wisely advocated. But the vision we have suggested is the best hope of the world, and sooner or later it will come."

This "editorial" needs no "comment."

* * *

THE OCTOPUS

THE report has gone out that the United States Government has ordered an investigation of the food supply of the country, with special reference to the increased cost of living.

The suggestion is made gratis that, for a change, the investigators give the big corporations a rest, including the railways, and investigate the middleman.

The Octopus has been immortalized in the literature of recent times, and no doubt it has deserved all the notoriety it has achieved, from the famous fight with a devil-fish so thrillingly pictured by Hugo, to the equally vivid description of the same by Frank Norris when he wrote about the Southern Pacific Railway.

Rather, now, for the prose painter who will make for us the Prose Epic of the cannibal fish.

In some of the waters of tropical South America there is a little red fish. This fish is as innocent-looking as a shopkeeper or a commission merchant. It is said that when a man or beast tries to swim one of the rivers or streams of these southern climes, if he happens to have a wound or even any kind of a break in the skin, it is discovered and attacked by one of these little harmless red fish, and by another which happens to be handy in the neighborhood, and then by more and more, until they swarm to the feast, perhaps the most ravenous things in the world, and they never leave the unfortunate victim until he is stripped clean of every fibre and vestige of flesh on his bones.

A recent number of the New York *Tribune* had an editorial complaining that on all the farm and garden produce which found its way to the city for local consumption there was an increase of from one hundred to one thousand per cent. from the farm to the consumer. Let the big trusts alone awhile and attend to the innumerable little ones which are tearing the flesh off the people's bones in shreds. It is worse than cutting off the dog's tail by inches.

Last summer the Octopus itself got after the devil-fish. In a railroad folder in the United States a long account was found of one of their investigations, to the effect that certain fruit farmers had put letters in their barrels of apples stating to the consumer what he got for the barrel and asking what the consumer paid for

the apples. It was seen that after the freight was paid there was an enormous discrepancy, and that the rates were quite reasonable when compared with the amounts absorbed by the middlemen. The farmer is a useful citizen; the railroad is a useful institution; but the middleman, as compared with the other two, is not a legitimate economic factor.

We have an insane and frightfully wasteful machinery of distribution. We tolerate it because we are too unintelligent to frame a better one. We are enjoying the luxury of the middleman, whom we are paying far more than he is worth. It was only the other day that we read the solemn announcement that the price of sauerkraut had been raised owing to the scarcity of the raw material. It was only the next day that a friend was telling me that a neighbor in Chilliwack had occasion to apologize for taking a cabbage from his patch because he had not been at home, to which he replied that he was welcome to all of them if he liked, because he could not get enough for them to pay for the cost of handling. Another related the case of a melon grower in the Okanagan who sent a large shipment to town through a commission man and was presented with a bill for freight. After the expense of raising the melons and hauling to the docks it cost him money to give them away.

It is well known that on this wasteful continent thousands upon thousands of tons of foodstuffs are annually destroyed in order to keep the prices up; that in Great Britain the same is true of fish, and that we Anglo-Saxon Complacents allow this criminal thing to go on.

Give the Octopus a rest and go after the Cannibal Fish.

* * *

MONGOLIA

ON the 29th of December Cheptson Dampa Kutuchtu was proclaimed by Russia autocratic monarch of Mongolia. The intention of Russia is to build a railway from Kiakhta to Urga and to place the control of Mongolian internal affairs in the hands of this dignitary of the Lamaite church.

This is about what we have been looking for as the second payment in the recent bargain between Russia and Japan. Japan says: "We take care of Manchuria and you take Mongolia," although in a recent naive admission in the *Novoe Vremya,* the leading paper of St. Petersburg, it was stated: "We do not wish Mongolia as a Russian province, but a free and independent Mongolia is highly desirable."

With this aim Russia has issued an ultimatum to China, still torn in the throes of revolution, that she must recognize the independence of Mongolia. To China, however, they still permit control of external affairs, and this probably means with the Arctic Archipelago, Antarctic Continent and the Tropic of Capricorn. But she is not to maintain troops in or send colonists to Outer Mongolia.

It is interesting to guess what the Chinese reply will be. At the present time China has all it can do at home, and there is a strong suspicion that if Russia is in earnest, unless thwarted by some other ambitious Powers she will add this noble province to her immense Asiatic domain.

Although in the West comparatively little is known of Mongolia, it is an historic country, and its people, who are strong, courageous and warlike, are capable of enduring fearful hardship. The rainfall is scanty, and the climate is terribly severe, the average temperature for the year being under freezing point. The intense cold is rendered still more fierce by the bitterness of the usually prevalent wind—a nor'wester. When the temperature is, as often as not, thirty or forty degrees below zero, these hardy people live in tents made of the skins of sheep, and a sheepskin coat and a small fire are their only protection against the bitterest weather.

When in 1227 Jenghis Khan was laid to rest in the valley of Kilien he left to his sons an empire which stretched from the China Sea to the banks of the Dnieper. Now the northern boundary of Mongolia is a line including Tomsk, Yeniseish, Irkutsh and Tunsbackalia, showing a long Siberian frontier—very important to Russia. On the south it follows the Great Wall, with which China once shut it out, and with which Russia now promises to shut it in, with China outside.

Mongolia is divided into three parts: Northwestern Mongolia, occupying the high terraces of the plateau; the Gobi, covering both the lower terraces of the plateau, with a better-watered zone along the western slope of the Great Khingan; and Southeastern Mongolia, on its eastern slope.

Northwestern Mongolia has an area of 370,000 square miles—but a trifle less than the area of British Columbia—and most of the region is well watered.

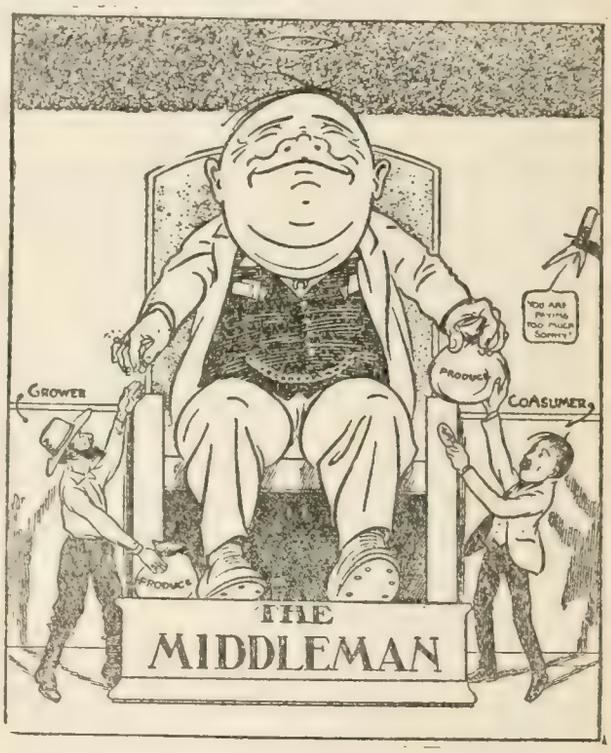
The inhabitants are nomadic, and their chief occupations are cattle-breeding and transportation of goods, with an average of 50 sheep, 25 horses, 15 horned cattle and 10 camels to a family. One hundred thousand camels are employed to carry tea to Siberia, while 1,200,000 camels and 300,000 ox carts are employed in the internal caravan trade. Agriculture is almost unknown, save in the extreme south, where Chinese influence is more strongly felt. Of the mineral resources of the country very little is known, though it has been ascertained that coal, gold, silver and iron are present.

With a population of from five to six million people, Mongolia offers Russia a million fighting men of the very best material, waiting only to be trained — an army large enough to stop for all time Japanese advancement on the Asiatic continent. And yet with but a few press comments, and with hardly a flutter in the Chancellories of Europe, this great area of Mongolia with its historic people is passing over into the hands of the Czar.

England and Germany are exchanging "conversations" to relieve the situation.
—*Vancouver World.*

Suggestion for a statue to be erected beside the Laurier Tower at Ottawa.—*Toronto News.*

Spring fever hits the Balkans again.
—*Vancouver Province.*



Puzzle: Find the cause of high prices.
—*Vancouver Sun.*

LAURIER'S WHITE HOPE

Laurier to Graham—"Do you think you can come back, George?"—*Toronto News.*

[Just as we go to press we learn that Mr. Graham *has* come back.—Ed.]

Is it after him or is he after it?
—*Evening Post,* Chicago.

Is There a Coal Ring in British Columbia?

Article II: Some Significant Figures.

EDITOR'S NOTE.—Copies of the February number, containing the first article, may be obtained at 711 Seymour Street, Vancouver, B. C. Price 20 cents, post paid.

SINCE the publication of my last article I have received from interested quarters a prompt and vigorous negative in reply to the question at the top of this article. Bismarck said, "Never believe a rumor until it is officially denied." I have received so many courteous assurances that the coal trade is conducted in the interests of the consumer that I am confirmed in my belief that it is not. Some of my correspondents have asked me not to confine myself to conditions on the coast. I did that in order to make my figures more concise. I intended them to be an illustration of the hardship inflicted on the whole province by the present conditions of the coal market. When the investigation is made it will necessarily consider the conditions of production, transportation and sale to the consumer throughout British Columbia. The following letter from Mr. A. S. Goodeve, M.P., relates to conditions away from the coast.

HOUSE OF COMMONS

Ottawa, February 22, 1912.

Editor of the BRITISH COLUMBIA MAGAZINE:

Dear Sir,—I have read your article on the coal question with much interest. While I do not think the facts set forth in your article are sufficient to warrant me in coming to the conclusion that a coal combine exists, I agree that the price of coal is too high and is a serious item in the cost of living and a handicap in the establishment of industries in our province.

As pointed out in your article, the price of coal at Nelson, Rossland and other Kootenay points, right at the door of what are said to be the largest coal deposits in the Dominion, is unreasonable.

I trust the publicity you are giving this question may be the means of finding a remedy for an undoubted grievance and of placing the blame where it belongs.

I take this opportunity also of congratulating you upon the excellence of your magazine and the good work it is doing in advertising British Columbia.

Yours sincerely,

A. S. GOODEVE.

A prominent business man writes from Merritt, B. C.:

Merritt, B. C., February 15, 1912.

From the enclosed statement you will notice that I myself, living in a coal country, in fact so close that the coal mines are only one mile from my door, feel that I am "held up" in the worst degree, for the enclosed statement shows that I paid $13.00 for two tons of coal right in the city of Merritt.

By this price I feel that I have been robbed, and also I am positive that there is a "coal ring," and that it extends clear into Merritt, where coal is mined and should be delivered to the citizens of Merritt at a far less price than $6.50 per ton.

The writer would only be too pleased to amalgamate with any party or parties at the coast and bring this "coal hold-up" before the Provincial Government, as I think that action should be taken at once. Surely we are not going to be in the hands of trusts such as the United States are at the present day; if so, we as Canadians with a good clear record, free from such trusts, *must* act at once and go into this matter and root out the core and corruption, and expose the "coal-ringers."

After receiving an advance proof of my last article, Dr. McGuire (Member for Vancouver in the Provincial House) asked Premier McBride what had become of the resolution calling for an investigation, that had been referred to Ottawa on three occasions during the past three years. The reply was that Ottawa had acknowledged the receipt, but no action had been taken. Mr. McBride intimated that the resolution would again be referred to Ottawa, and if nothing resulted he would institute an enquiry on behalf of the government at Victoria. The question has become so acute that the matter should be pressed strongly at Ottawa in order that an immediate indication can be secured from the Minister of Trade and Commerce as to the course that will be taken.

Mr. H. H. Stevens, M.P., writes as follows:

Ottawa, February 17, 1912.

Editor of the British Columbia Magazine:

Dear Sir,—In reply to your letter of recent date, I have been instructed by Mr. Stevens to say that he is doing his best in co-operation with the same, and is also doing his best to bring it before the House at the first opportunity.

Yours very truly,

W. P. Harrell,
Secretary.

I have also received letters from other members of the Provincial and Dominion Parliaments expressing their willingness to support any action that will tend to reduce the unreasonable price of coal in British Columbia.

Before I proceed with the matters outlined in the closing paragraphs of my last article, I wish to remove any false impression I may have created regarding the work of Dr. McGuire in bringing the matter to the attention of the Government at Ottawa. In omitting any special reference to the persistent manner in which, for four years, Dr. McGuire has been fighting the cause of the consumer in the House at Victoria, I may have made it appear that he did not take any special pains to re-open the matter after receiving the strong representations of public bodies in Vancouver, which I published last month. Being familiar myself with Dr. McGuire's splendid work in supplying the House with full information and in piloting the resolution that has been thrice referred to Ottawa, I overlooked the fact that there are thousands of newcomers in the province who do not know what has been done by Dr. McGuire since 1907. On another page I have outlined what he has done in the cause of cheaper coal.

Now I propose to give some figures which should prove that the present agitation against the price of coal is amply justified.

COST OF MINING ON VANCOUVER ISLAND

A well-known mining engineer, who has been familiar with the coal mines on the Island for many years, has supplied me with figures in detail dealing with the cost of bringing the coal to surface. I have not the space to give each of the items as he has set them out, but I give the total amounts, which for the present will serve my purpose. The cost to the mine owner, allowing for all emergencies, is $2.00 per ton of 2,240 pounds. This is an outside figure, and probably there are not any mines in British Columbia where the cost per ton reaches this amount. Now, where does the difference between $2.00 per ton of 2,240 pounds, and $7.50 per ton of 2,000 pounds, go?

When the coal is taken from the mine it is simply "run of the mine"—that is to say, lump, nut and slack are all mixed together. The proportions per ton are about 55 per cent. lump, 20 per cent. nut and 25 per cent. slack. The prices per ton of 2,240 pounds, of lump, nut and slack, f.o.b. at the mine bunkers, are $4.50, $3.50 and $2.50 respectively. These prices bring the mine owner an average price of $3.80 per ton (2,240 pounds), run of the mine. This means a profit to the mine owner of $1.80 per ton of 2,240 pounds, which is, of course, a very big margin.

Before I deal with transportation and the retailer, I will quote the report of

a firm of engineers who have estimated on a coal proposition for a prospective coal-mining company. The section dealing with the estimated profits is very interesting. The selling price of the "run of the mine" is given at $3.50, which is 30 cents less than the price I have quoted above. The cost f.o.b. the mine bunkers is $2.14, which is 14 cents more than the cost estimated in my figures for Vancouver Island. The report runs as follows:

After carefully considering the prices which can assuredly be realized, the net result of mining and selling the product of an output of 3,000 tons per day will be as follows—5 per cent. shrinkage has already been provided for in tonnage under item of cost, and therefore costs here treat of total sale of output of 3,000 tons to be produced in three years' time:

Sale of 2,000 tons of run of mine at $3.50	$7,000
Less cost $2.14 f.o.b.	4,280
Per diem profit	$2,720
Sale of 1,000 tons screened at $4.00, less cost	1,860
Total	$4,580

Total profits for the year of 300 working days, $1,374,000, or 20 per cent. per annum on $6,870,000.

I have been supplied with the following figures dealing with the cost from the retailer's point of view. These figures were voluntarily supplied to me by one of the leading coal merchants in Vancouver. As, however, the statement is not signed I shall not mention the name of the firm. I may say here that if any mine owner or coal merchant wishes to make a statement for publication in these pages I shall be pleased to publish it over the name of the firm.

Cost at mine	$4.50
Difference between long and short ton	.45
	4.05
Towing	.50
Unloading and insurance	.30
Labor in shed, screening and loading	.37
Cost of sacks	.10
Teaming	.85
Loss on account of slack	.50
Two per cent. shrinkage	.10
	$6.77

Making no allowance for rent, office expenses, etc.

Taking these items in order, we see that the price quoted deals with lump coal. This will suit our purpose, for the largest quantity of coal marketed here is lump. I have reason to believe that by a long-standing arrangement between this firm and the mine owners, the price at which they buy their coal is much lower than the figure they have given me. However, we will pass that by for the moment. Fifty cents per ton for towing is too high. A well-known business man of this city, who is familiar with the cost of handling tugs, scows, and the general towing business, tells me that he would like to take on a contract to do this towing for 30 cents per ton. He would have to hire tugs at that rate, which of course would not be so economical as using his own. The leading coal merchants here are owners of tugs and scows, and the present transportation system is controlled by the coal merchants themselves.

A factor in the cost of transportation by water from Vancouver Island to Vancouver at the present time is the fact that the demand for coal is not sufficient to occupy tugs and scows full time in the transfer of coal. This has been taken into consideration in fixing the figure at 30 cents per ton. When the volume of business becomes great enough—as it will do at no far distant date—to enable a tug to make continuous return trips—that is, to take empty scows over and pick up full ones without delay—the cost can be put as low as 15 cents per ton.

This question of water transportation does not affect the situation inland. It is

no reason, for instance, why coal at Merritt—one mile from the mine—should cost $6.50 per ton. Nor is it any reason why Nicola Valley coal should not be shipped by the C. P. R. to the coast at a reasonable rate. The question of railway charges in the West is now being considered by commission, and some relief may be looked for in that direction. I have no space to do more than mention the railway charges in passing, and to say that apparently the companies are taxing various localities in proportion to the cost of building the road in those localities.

The item of 37 cents for labor in shed screening and loading is, in my opinion, due to lack of modern labor-saving methods in handling the coal. Recently a modern plant has been installed by a firm in Vancouver which must save them anywhere from 30 to 50 cents per ton in handling. Eighty-five cents per ton for teaming represents the maximum cost of teaming to remote parts, where in many cases an extra 50 cents per ton is charged, making a total cost to the consumer of $8 per ton of 2,000 pounds. The average cost for teaming should be nearer 60 cents per ton.

With regard to the items for loss on account of slack and shrinkage, I should like to know if the difference between the bulk ton of 2,240 pounds as purchased at the bunkers, and the short ton of 2,000 pounds as delivered to the consumer, is not sufficient to cover this loss? This difference amounts to 2,400 pounds in every ten tons and would seem sufficient to cover loss of every kind, whether the loss took place during transportation by sea in rough weather, or during handling in the sheds or while being delivered to consumers.

ALL THESE FACTS POINT TO THE ABSENCE OF HEALTHY COMPETITION. IN OPEN COMPETITION, COAL MERCHANTS WOULD INSTALL LABOR-SAVING PLANTS AND USE EVERY ECONOMY IN HANDLING THE COAL, TO THE BENEFIT OF THE CONSUMER. UNDER THE PRESENT ARRANGEMENT THE COAL OWNERS ARE NOT AT LIBERTY TO SELL COAL TO ANYONE WHO WISHES TO GO INTO THE COAL BUSINESS. THEY CANNOT EVEN ESTABLISH RETAIL DEPOTS OF THEIR OWN, AND IT IS THIS FACT THAT IS THE REAL SECRET OF THE PRESENT CONDITIONS.

Here we have the effect of a "ring," whether the whole of the owners and retailers are in it together or not. If I want to buy a shipload of coal direct from the mine bunkers at bunker prices to bring to Vancouver, why should I be compelled to pay up to 50 cents a ton to the particular Vancouver retailer who has an "arrangement" with that particular Island mine owner?

I find that my space for this month is exhausted, and I shall be compelled to leave other points until our next issue. Correspondents must sign their names to communications, not necessarily for publication.

F. PENBERTHY.

McBride's Speech on His Railway Policy

Delivered in the Provincial Legislature, Victoria, B. C.

TAKING up first the bill providing for construction of the Vancouver to Fort George railway, which is to bring the coast into touch with the Peace River country, the Prime Minister said:

WARRANTED BY DEVELOPMENT

Mr. Speaker: In rising to move the second reading of Bill No. 23, I would like to have the permission of the House to devote myself for a little time this afternoon to enlargement of the very brief explanation which I submitted yesterday in introducing the bills which are now before the House. Before doing so, however, I think it is perhaps but right that I should preface my remarks with the statement that the railway policy of the government as at present agreed upon is one which we have decided upon in the first place because of the very great development that is to be noted in almost every section of the province, in the next place because of the very obvious necessity for the provision of additional transportation facilities to assist and strengthen that development, and in the third place because of the near approaching completion of the Panama Canal, the construction of which we are convinced will do so very much to promote the satisfactory development and prosperity of this section of America. It is now but two years since I last submitted to this parliament certain measures making for the construction of needed railways in this province. At that time we were all of the opinion that because of the prominence our province is obtaining in the eyes of the world, the time was not far distant when we should have to ask parliament to authorize further measures of a similar nature.

ADDED PROSPERITY

I am glad indeed that I am now in a position today to present a number of measures which I feel confident will make for new development and added prosperity in British Columbia in its every part. I can add but little to what I have so often said to parliament and to the country on this subject. That the growth of British Columbia during recent years has been little short of phenomenal goes without saying. At the same time it may fairly and truthfully be said that this marvellous advance when analyzed is found to be based upon a sound, solid and substantial foundation. There is in this province nothing that may be regarded as in the nature of a boom. There is nothing in British Columbia's present growth that is of a speculative character. The growth and progress that are now being noted make indisputably for permanency and a great future, and this cannot be questioned. In this connection we feel that we are entitled to and we do take some credit for the work of the government in having in some degree been instrumental in the promotion of this development. And that we have not made this plea in vain has been established when we have submitted the question to the great jury of the country and we have come back to this House with added strength.

VANCOUVER-FORT GEORGE

With respect to the bill which it is my pleasant duty now to submit for its second reading, it is in effect an agreement entered into between His Majesty the King as represented in and by the Province of British Columbia, and Messrs. Foley, Welch & Stewart, a prominent firm of contractors, with an unchallengeable standing as legitimate railway builders, a standing that cannot be called into question. These gentlemen have been entrusted by the government of the Dominion with a major portion of the construction of the Grand Trunk Pacific line, and they have also carried to a successful conclusion contracts for the completion of large mileages for both the Canadian Pacific and the Canadian Northern systems. We are, therefore, not dealing with any strange combination, but on the other hand with gentlemen of proven ability to carry out such works as they may undertake and such as is involved in the building of the Vancouver, Howe Sound and Fort George railway line. In connection with the urgent necessity for a railway connecting Vancouver with Fort George much has been said in the public press during recent weeks, and there has been marked activity among the various boards of trade, chambers of commerce and similar organizations which have energetically taken up this project. But when I take the House into my confidence and tell the House that the consideration of the best means to adopt to secure the building of this line has been the work of the government during months and months past, it must not be taken as the slightest reflection upon the activity of these various organizations, but rather the government recognizes these organizations as fittingly representative of the business interests of the country and of the optimistic feeling which is enjoyed throughout the length and breadth of British Columbia.

4,000 MILES OF RAILROAD

In the first place I should like to direct the attention of the House to the very striking evidence of the part played by late railway construction in the development of the province. In 1904 there were in British Columbia but 650 miles of standard roads. In 1912 the mileage, constructed or assured, and largely through the development of the railway policy of this government, is not less than 2,922 miles —built or under contract. (Applause.) If we add to this the 845 miles in addition which are provided for by the policy of the government embraced and expressed in these bills, we have the result of constructed and assured railways in British Columbia of upwards of four thousand miles of standard road, as against but 650 a few years ago. Included in this approximate total, I count this Vancouver and Fort George line, with an estimated length of 450 miles.

There have been several large organizations interesting themselves in the project involved in linking up Vancouver and Fort George by a line of railway, to give access also to the Peace River country; and while the government has after mature consideration completed this agreement with Messrs. Foley, Welch & Stewart, this by no means indicates that the government undertakes to say or desires to suggest that any of the other persons or corporations who have been applying for the right to take this work in hand have been in any way unequal to the task. The contract with Messrs. Foley, Welch & Stewart has been made in the general public interest, and with recognition as well of the fact of what is being done by the Grand Trunk Pacific.

INDEPENDENT COMPANY

Now, Mr. Speaker, I should like in the first place to make one observation in connection with this proposal, and that is that this Pacific Great Eastern Railway Company, which this bill will bring into existence, is an entirely independent and individual railway company under the control of this government, a company absolutely independent and in no respect whatever allied with or dependent upon either the Grand Trunk Pacific, the Canadian Pacific, or any other road. In casually looking over the schedules set out in this bill, one might possibly come to the conclusion that this company would be to a certain degree or in some way under the power of the Grand Trunk Pacific Company, but careful perusal of the bill will dispel this misapprehension and convince the House of the fact that this new line, which may become in process of time part and parcel of still another Canadian transcontinental system—as I sincerely hope it may—is in reality independent absolutely, under the control of this provincial government.

More than that, while in this bill we are providing for connection between Vancouver and Fort George via Howe Sound and up the Fraser valley, it will be seen that provision has also been made for adequate connections to serve the coast cities and New Westminster. Provision has also been made in this connection for the maintenance of a proper ferry service between Vancouver Island and the mainland—a ferry service which must be in every respect the best that can be provided, and which must measure up to the requirements of the Lieutenant-Governor-in-Council. So that, while this new road will necessarily be of first and very special service to the city of Vancouver, at the same time all the communities and all the districts of the province will also be afforded every reasonable opportunity to share in the benefits that will be made possible through the opening up of the regions that this line will traverse, and Victoria and New Westminster as well as the outlying districts will share in the many profits and blessings produced by the construction of this new line.

TIMBER WEALTH

With respect to the country to be opened up and served by this road, it will not be necessary for me here or now to indulge in any general description. I need scarcely tell this House of the wonderful timber wealth of the Howe Sound district, or of the latent mineral wealth lying in that zone today, awaiting exploitation that has hitherto been impossible for the lack of transport facilities. Through my identification with the department of mines I have, perhaps, especial facilities for knowing that the mineral prospects of this section, when once transportation difficulties have been removed, are of vast importance, and there is every reason to believe as well as to hope that this section will some day prove one of our best lode districts. With respect to the Pemberton Meadows, they are already receiving considerable deserved attention as a valuable agricultural region. Farming operations have been under way there during years past, attended with such a measure of success as to plainly show that here again with the provision of additional facilities of transport, the people of British Columbia will be enabled to develop farming lands which give every promise of being a splendid and valuable addition to our agricultural areas, and provide satisfactorily for large augmentation of our population. Then, as we move along, there is the Lillooet district, and honorable gentlemen here must know something of what great potentialities are to be found there.

LILLOOET DISTRICT

There is no doubt whatever of the wonderful productiveness of the soil of the Lillooet section, and as to the fruits that are grown there, it is the opinion of the best experts and the most experienced judges that it is of the finest quality and the most excellent flavor. I have visited this district in the course of my travels through the interior of our province, and can speak from personal knowledge of the excellent crops of the Lillooet of apples and the general classes of fruits which one would look for as likely to thrive in this particular zone, which is part and parcel of the world-famous dry belt of British Columbia.

When construction of this new line is accomplished, the people of the Lillooet will be able to make their shipments to markets that are eagerly awaiting such supplies of apples and plums and peaches and such other fruits, and we on the coast will be able to get these fruits from the Lillooet, as we should have done long ago, had the facilities of transport been available. We will then be able to get the fruits grown in the Okanagan on the island as well as on the mainland.

TRANSPORTATION FOR MINERALS

Then as to the mineral country, Lillooet has for many years enjoyed a reputation of some considerable importance. Some years ago you all recollect that there was a tremendous excitement in Lillooet because of the discovery of some lode mines where there promised to be an abundance of very rich ore of free-milling quality. On this excitement there followed many disappointments and considerable loss, with the result that Lillooet, like many another mining camp in its early history, has had to suffer from the effects of an injured reputation, but I would be the last man in British Columbia to say that Lillooet as a mining section is done, or that there is nothing in sight there for the miners of the future. On the contrary, I am pleased to be able to tell the House that from reports which we have received from government engineers and others, the sections of the Lillooet district now being prospected or in course of development give promise of excellent results in the near future. Heretofore, because of the indifferent transportation, it has been almost impossible to provide mining machinery at a cost which was not prohibitive, but once this mining machinery is able to be brought into the country at a moderate cost, we will soon see the rapid development of many a promising property. I am satisfied that the early completion of the Vancouver and Howe Sound road will be coincident with the flowering up of a new life in that section of the province, and that it will presently spring into prominence as worthy of a high place in the mineral zone of British Columbia.

HARVEST OF GOLD

The history of mining in British Columbia unquestionably will bear out the statement that there has been a remarkable harvest of gold from the streams of the Lillooet country through placer mining. The bars which extend along the Fraser valley have been the source of rich fortunes to many an adventurous prospector, and the time is approaching when the application of up-to-date methods to the problem of lifting this mineral wealth from the beds of the Fraser and its tributary streams will once more be possible, and this time on a very large scale. We know from what has been done in the past that gold exists in these river beds probably to a much greater extent than it was found in Southern California, where dredging methods have been carried out so successfully, and I am impelled to the belief that with the construction of this railroad there will be large and profitable investments in the gold dredging industry. You will see the Fraser throughout this section lined with gold dredges capable of lifting from the river-bed millions upon millions of gold. I do not wish to be at all extravagant in my references in this respect. I am mindful of the fact that the responsible office I hold as minister of mines must make me more careful in anything I may say in regard to the mining industry, but I wish to say that I speak advisedly because of my own intimacy with the district and from reports which I have had sent to me by independent explorers and miners, and from all of these sources I am satisfied that there is a wonderful future assured our Lillooet both as a placer gold dredging proposition and as a lode mining centre.

OPENING UP CARIBOO

Then as we come up the Fraser, we approach the Cariboo district. This is a district with which many of the honorable gentlemen here have the privilege of a considerable acquaintance, and many of the members are well aware of the riches of the Fraser as you approach the Quesnel country and the Fort George section. There have been farms successfully operated and long since flourishing along the benchlands of the upper Fraser River. There are many estimable pioneers as well as old residents along the banks of this mighty stream who went there in the early fifties or sixties, and first made their records for homesteads and pre-emptions, and despite the disadvantages which they encountered, and especially the very great difficulties with regard to transportation, they have been to a very wonderful extent successful, and many of them have accumulated splendid competences through their farming and stock-raising operations. Their investments, which have been so successful under the conditions which they were compelled to meet, will give us some idea of what is in store for settlers who will pour into that wonderful land in the near future. I was very much struck in travelling through that country from the district of Lillooet right through the country from Soda Creek below to Fort George and above—I was very much impressed with the wonderful extent of the excellent farm land that is to be found on either side of the main river. This land, as anyone may see who takes a trip through that country, is almost limitless in quantity, and is of excellent quality.

MAGNIFICENT HERITAGE

As you go up from Quesnel no one can hesitate in the conclusion to which he will come as to what lies before that country when there is more development, because from the appearance of the farms that have been there for forty or fifty years and from the abundance of the crops which have been raised, we can see that experimentation has been carried on to such an extent as to disclose the splendid fact to the people of British Columbia that we have a magnificent heritage for an agricultural community in this great north land. Then when

you leave Quesnel and Soda Creek and go on to Fort George, you see the wonderful riches of the country along the Fraser, whose navigation presents absolutely no difficulties to the vessels that have for years now been operating under the management of the British Columbia Express and other companies. Even at this early stage of the growth and development being produced and destined to be produced by the Grand Trunk Pacific, you find in this district settlement after settlement where the preemptor has gone in and where there is every reason to believe there will before long be a large and very wealthy population. Then as you approach Fort George you find a wonderful section of country at the junction of the Nechaco River with the Fraser, at or near Fort George. There the scene is most pleasing to the eye.

MARVELLOUS COUNTRY

On my trip to Fort George some months ago I had the opportunity of visiting one of the townsites, and, by the way, there are several there, and likely to remain; but I, as I say, with some of my friends had an opportunity to visit one of them, where we secured an excellent view of the upper Fraser and the long reach of the Nechaco River. It is a sight which must impress all who behold it, and which I am sure will long linger in the memory not only of myself, but of those who were with me on that occasion. Here is a marvellous country and one which with just a little more development of transportation may, even independent of its agricultural resources, make the lower section of British Columbia look to her laurels. It would be unfair at this early stage of her development to ask too much of the Nechaco and the northern country, but there has been already a good deal of settlement. The experimental work has been done, and we are fully entitled to say that it is destined to take rank side by side with the very best sections of the province in agricultural and horticultural productivity. Suffice it to say for the present that the settlers who have already gone in there are well satisfied. They are raising crops abundant in quantity and of the best quality. While their markets are yet few and far between they are able to make good profits. The prospects of the settlers in this district, therefore, are in the highest degree encouraging.

IN PEACE RIVER COUNTRY

Now, as we pass away from Fort George, which for the present is the terminal of this road, we come presently to the Peace River country, in which we look for some remarkable developments before long. Stories are brought from there by exploring parties of the wonderful land and the promising coal fields and the immense timber areas of this part of the province of British Columbia. We can scarcely look through a single local paper of these times without finding some account of what may be expected when the Peace River country is opened up. All manner of forecasts are made as to the great wheat crops the Peace River country will be able to answer for. So many things are said about the coal fields as to make one feel that when transportation facilities are provided the coal output may equal, if it does not surpass in value, that of the wheat. Then, too, we are told of the vast areas of timber of excellent quality, not perhaps so large or so dense as you find in the lower section of the country, but nevertheless, considering the latitude in which it is located, a good marketable kind of timber that will be profitable because it will be found suitable for that section of the country which lies east of the mountains.

GOVERNMENT'S INTENTION

The government has not gone so far in its present proposals as to provide for the extension of the railway system from Fort George into the Peace River country, but we would have you to take the bill that we submit today as an earnest of the intention of the government to press on with the work of providing transportation for the northern part of the country, and all our efforts on this behalf will be based in the future as in the past, on the closest inquiry and investigation. By the time this road is at or near Fort George we expect to be in a position to determine to what length and along what route there shall be a continuance of transportation from Fort George toward the northern hinterland. This is a large subject, but one which in all fairness I am bound to anticipate in view of the extensive transportation proposals the government has presented to the country. And I would ask the House to believe that just so soon as time and conditions warrant, it is proposed to leave nothing undone to connect the Peace River district of the north with the older settled districts to the south, so that there may be one belt line running down to the 49th parallel, and so that we may preserve this great country and the interests it may cover for our own people and our own interests. (Applause.)

FIRST MORTGAGE ON LINE

I am not this afternoon making any attempt at all to go into the details of this contract. You, sir, are familiar, and the House is familiar, with these various proposals. They are word for word what has already been explained to you in connection with the Canadian Northern Pacific contract. We are asking this firm, to whose undertaking our government guarantee is being given, that they in return shall give to the province of British Columbia precisely the same securities as we received from the Canadian Northern Pacific company. British Columbia secures a first mortgage on the line. The government guarantee is $35,000 per mile, and the securities will draw four per cent. interest. The company is to build a standard gauge line, and to operate it according to the requirements and to the satisfaction of the provincial administration, and the province of British Columbia is to retain control of the transportation rates. (Applause.) So that we may have this assurance—while we propose to give a general subvention in order to encourage the construction and completion of the road,

when it is built and in operation the rates will not be prohibitive, but will be such as the people of the country will be able to enjoy with some degree of profit. (Applause.) We know perfectly well, because of the dissatisfaction that has been expressed through the attitude of the present transcontinental line, the Canadian Pacific Railway, on freight and passenger traffic, that there is a feeling throughout British Columbia, especially in those sections through which this railway runs, that there is one way by which we may have security that the traffic arrangements of these lines will be fair and reasonable, and that is by retaining within the local administration the power and authority to say whether the tariffs are reasonable or not. (Applause.) It is not likely that we would ask any company to adopt a tariff that would not permit at least of paying the costs of operation and decent profits, but while we want the company to operate efficiently and properly, we do not want it to be in any respect an imposition on the general public. We want to give a full measure of fair play and nothing more. We think that the government of British Columbia, no matter of whom it may be composed, can be trusted to see that nothing is done to the company that is unjust or that will impair its usefulness as a transportation agency.

WHITE LABOR ONLY

The road is to be built by white labor alone, and there is to be a fair wage clause in the contract. While in this bill there is no specific mention of Orientals, at the same time we have in our possession a contract with the company which is enforcible and which gives us this assurance, the same as in the other schedules, so that while there is no direct mention of Orientals, the government has made its agreement that they shall employ no yellow men. The reason for this is apparent. In the past a great deal of delicacy has been expressed whenever there has been mention of Orientals, and there has been disallowance, so to guard against the slightest danger in this respect and to keep ourselves as far as possible from the doctrines that have obtained in the department of justice of late, in these contracts, since we made our first contract with the Grand Trunk Pacific Railway Company, we have been careful not to enclose this Oriental schedule in our bargain, but we have provided for it by private agreements in which the country can rest secure and satisfied.

EXISTING CHARTER

There is an item I must mention before moving the second reading of this bill. It occurs in connection with nine or ten miles of standard gauge railway built from Howe Sound towards the Pemberton valley by the Howe Sound and Pemberton Meadows Railway Company, of which Mr. J. C. Keith, an estimable citizen of British Columbia, is president. From my information Mr. Keith undertook the construction of this line from the town of Newport at the head of Howe Sound, with a view to extending it to the Pemberton valley and further on to Fort George. The Pacific and Great Eastern Railway, as I have already described, will traverse the same section of country as is already traversed by this nine miles of road. I would like to inform the Legislature this afternoon that in the working-out of the details in connection with the construction of this line, it is expected that the new company will be enabled, on fair and reasonable terms, to take over the trackage of the Howe Sound and Pemberton valley road, so that the investment for which it stands will find fair and ample protection. If the government can assist a settlement of this sort, I assure you we shall spare no effort in this direction. Mr. Keith is an old resident of this country, and has shown great faith in this province, and is one for whom I have great respect, and to me it would be very satisfactory if these interests could be fused, and the investments of Mr. Keith should not be injuriously affected.

PEOPLE TO DECIDE

And now I have tried to define in these few words to the house and to the country the principles underlying the construction of the Vancouver and Fort George railway, with which the provincial government has been associated. The government attempts this undertaking with every assurance that it will meet with the approbation of the people of British Columbia, and with the endorsement of our brother Canadians to the east of the Rocky Mountains and by the shores of the Atlantic Ocean. Developments of this kind are being watched with great interest throughout the Dominion, and what British Columbia is doing is of as much concern in the good old city of Halifax as in the city of Edmonton.

The associations which are growing up and which appear to be bringing nearer and nearer this western province to the far east of Canada are indeed striking evidence of the fact that we are quickly coming out of the obscurity that seems to have hidden us during all these years, and take the place and rank among the provinces of Canada that the wonderful resources of the province entitles us to claim.

On the next bill the Premier contented himself with saying that it was designed to incorporate a company to undertake the building of the Pacific Great Eastern Railway. The gentlemen associated with it were well known to the Legislature. The passage of the bill was a formal proceeding, but an important one.

C. N. P. CONSTRUCTION

On the bill to make provision for the extension of the lines of the Canadian Northern Pacific, the Premier said:

This bill will, I am sure, prove of more than passing interest to the members of this House, especially because this present legislature is responsible for the part and place the Canadian Northern Pacific has taken and is taking in the present development of British Columbia. It is competent for the government under the old Canadian Northern Pacific bill by order-in-council to provide necessary authority to the company for the extension of its lines, and under that power the government, some time since, provided the corporation with the right to advance its line on the Island of Van-

couver 150 miles north and east, and from the city of Kamloops to Kelowna by way of Armstrong and Vernon, a distance of 125 miles, and from Vernon to Lumby, a distance of something like twenty miles, making a total of 150 miles on the Island and approximately 145 miles on the mainland.

I am reminded when I direct my attention to the proposals of this company that there have been of late requests made to the government to solicit the interest of the Canadian Northern in other parts of the province, notably in the Nicola, Revelstoke, Golden and southeast Kootenay districts, and Quatsino and Hardy Bay as well. While the provision made in this bill does not extend to all of these, I think that the work of the Canadian Northern as a great pioneering road, and an energetic one in the other provinces, will stand as a great assurance to this province that presently, when the time is ripe and plans will provide, the government is prepared to move that they shall extend their lines into these communities.

NICOLA COUNTRY

Take the Nicola country, where of recent date wonderful coal mining has been under way, where there is a large expanse of productive country, where the climate is most congenial, and where there is all that could conduce to an energetic community, and I have no doubt that this part will come under the eye of the company. I will have you believe that if it is good business, and this government remains in office, we will do what we can to find means by which we can attract the Canadian Northern railway to the Nicola country, and the same remarks apply to Revelstoke and the southeast Kootenay country. Down from Cranberry Lake, I am advised, there would be an excellent and very cheaply-built right-of-way, and as well from the main line of the C. N. R. at the Big Bend of the Columbia River, from which strategic point branch lines could be built up and down, on the one hand to Revelstoke and Arrow Lake, and on the other to Golden, Windermere and Southwest Kootenay. In view of the company's undertakings of today I cannot believe that there are conditions prohibitive even in the smallest degree that would deter this great transcontinental line from entering these fields as soon as conditions warrant.

I have mentioned the wealth of Nicola. I need not stop to speak of what we have at Revelstoke, and that wonderful valley of Golden and the reaches of the Upper Columbia. Revelstoke, so long represented in this House by my excellent colleague, the Minister of Public Works, always makes a claim to be in a class of its own. Often it has been my good fortune to hear at the banquet board in that town wonderful stories of the Big Bend, of the timber lands and the rich extent of the farming areas. I have been so fortunate as to, in company with my colleague, Mr. Taylor, not many months ago, make a trip to Big Bend on the steamer Revelstoke, a trip I enjoyed very much, and on which I was able to see all I could in the time of that wonderful country. We did not proceed along the Canoe River, but from government reports we know enough to believe that with railway connection there is a large territory there that can be made profitable. One of the reports speaks favorably of the future of the Canoe River valley for fruit-raising. If by the extension of the Canadian Northern they can come down the Canoe River and from Big Bend to Revelstoke, the community represented by the Minister of Public Works, instead of being a thriving city of some eight or ten thousand people, will be able to claim a population in the hundreds of thousands, as enthusiastic townsmen of that gentlemen would have you believe is its future.

DOWN INTO KOOTENAY

Then again, up to Columbia and down into Kootenay is a chance for railway development. Away back in the early eighties, when a contractor on the C. P. R., Sir William Mackenzie saw the value that lay in the future of the timber berths in that valley. He told me not long since that he purchased large tracts at that time, and he holds these still; that if he had faith then in the future of the country he has ten times more today.

As to Southeast Kootenay, the C. N. R. is in possession at the time of a franchise authorizing them to go through Kootenay Pass. They have made explorations, and are continuing these to find a way into Southeast Kootenay, where their lines may be extended and favorably operated.

IN THE OKANAGAN

Now we come to the consideration of what this road will do for the beautiful Okanagan, and I will not at this time go over the many and eloquent references that I have heard in regard to it within these walls of parliament. That the Okanagan is good we know. From the remarkable wealth of this district we may estimate the great future that is now before it. Even with the one line of transportation, the Shuswap and Okanagan, we have witnessed in the last fifteen or sixteen years developments that constitute a record, and when we consider that fact what may we not expect, what may we not have the right to claim, as coming to this part of British Columbia presently when the Canadian Northern Pacific system is extended in that direction. Consider how much it will mean to Vernon, Armstrong, the upper Okanagan Valley, Kelowna, Summerland and all of these different places in the immediate vicinity. It is impossible to prophesy what the net result will be; suffice it to say that the same benefits will enure to these sections of the province that always come to sections of territory where railway competition offers and is supplied.

MULTIPLIED PROSPERITY

If there has been prosperity in these places in the days gone by, I should like to undertake to say this afternoon that that prosperity will be greatly multiplied in the near future when the Canadian Northern Pacific is in operation and in touch with the entire community. You must mark that the road leading into the Okanagan leaves the main line at Kamloops. This is an interesting point, because it seems

to me that anything associated with good old Kamloops is always of more than passing interest. Since the inception of business it has always been the intention of the Canadian Northern Railway to establish at Kamloops very extensive railway shops. The management of the line realizes that there is a tremendous business to be looked for both in the coast section between tidewater and Kamloops and the interior section between Kamloops and the eastern boundary of the province. In order to work toward this end, which means the effective maintenance of the road, plans have been under way to provide for large machine shops, and all the other impedimenta, so to speak, that goes to make up the modern railway centre. Kamloops is to have the benefit of these. And in addition to that have to be added the construction and operation of branch lines. For my own part I am glad to be in a position to say that this must mean a great deal to Kamloops, and must serve as another assurance to the people, both at home and abroad, of the splendid future that lies before the inland capital.

ON VANCOUVER ISLAND

Passing over to Vancouver Island, it is interesting to note that the one hundred and fifty-mile section will take the Canadian Northern system as far as Strathcona Park and beyond, and to all the wonderful and beautiful discoveries—I use the terms in a general sense—of that great district. But of all the striking things that have occurred in the province during the past few years, I think that the awakening that has come to Vancouver Island is easily the most striking. Even twelve months ago, when the government was dealing with the Songhees reserve question, and when there was some mention of what amount of ground would be required for terminal facilities, the subject was disposed of by men with large experience in transportation with the statement that perhaps twenty to thirty acres would suffice. Today, under the advice of the council and one of the most experienced of expert terminal engineers, Mr. Holman, of the Harriman lines, it is stated that more than half the reserve will be required for terminals; and I am since advised that in view of the great construction in prospect, the entire reserve will have to be given up for the same purpose. It is a splendid commentary on the development of the island that such a condition of affairs should obtain—that what was deemed adequate for the purpose a few months ago must be multiplied ten times over. I am of the opinion, though I must not stop to express myself more fully on the point, that the developments that will take place here with the island railway extensions and the improvement in our harbor, will presently assume such proportions as to tax the entire community and the near surrounding territory for a sufficiency of room to take care of the additions that will be necessary.

NEW AND BETTER THINGS

While I remark that this is a good thing for the capital city, at the same time it is an excellent thing for the entire population of the country. Victoria has had the handicap of water travel to the mainland and she has suffered more or less from the fact that her influences with the C. P. R. were never of the same standing as those exercised by the terminal city of Vancouver. I am not here speaking in any critical vein at all, but rather in the attempt simply to mark something that is of record. We are, however, under the promise of new and better things and more prosperous times. These extensions on the island will serve in a very marked way to bring about new conditions; and with the development of our timber and mineral wealth, and with the discovery of more agricultural land on the island, and the disclosure to the world of these advantages, together with the wonderful climate and the still more wonderful scenery which the island is in a position to boast of, I think I may safely say that there will be such a revolution and settlement as has never been precedented, even within the knowledge of those who are familiar with the country.

EVERY CONFIDENCE

Speaking personally, I have every confidence in the island and in the mainland as well. If I did not have that confidence I would not this afternoon, with all solemnity and deliberation, submit to the people of the country the great railway proposals now before the House. While I have that confidence and enjoy that assurance, I do not think that I would be right in my conduct if I allowed a day or an hour to go by without taking the first opportunity to give to the people of British Columbia all the blessings that ought to flow from the opening-up and development of such marvellous territory as we know to be contained within the four corners of the province. If it has so happened, as I indicated in my address, that in the wisdom of the government there may be an appeal to the country, there is no question of this that the government is prepared to go to the people of the country and ask their verdict. And if that verdict were to prove unfavorable I would have you believe, sir, that there are no men more prepared to accept the judgment of the people on this question than those gentlemen who compose the government of the country, or the party which stands so well and so strong behind them. But we have had some knowledge of our people in days gone by. We know, and rightly claim to know, the timber of which they are made. We understand the energy and aggressiveness of the Canadian who lives in British Columbia. We can feel his buoyancy and enjoy his enthusiasm. While we want to be with him and by him, at the same time, as a government, we feel that it is our duty to try to see a little in advance. So it is with that determination to be a little in advance that we are at this present time making provision for the opening-up of the country.

STRATHCONA PARK

Now we come to Strathcona Park. In this section of line that is now under way—and here I am satisfied that the House will agree

with me—may be found, just so soon as the proper plan is matured and the line open, some of the most wonderful scenery in the world, a playground of 200,000 acres, and more than that, something that in the days and years and centuries to come will furnish a great amount of enjoyment and delight to generations and generations of our people, as well, too, as of our neighbors. Strathcona Park is easy of access from Vancouver. Presently it will be easy of access from Victoria also. But I would emphasize the fact that we do not propose that this park shall be the especial preserve of British Columbians. We would invite our American cousins to take advantage of this wonderful property. It will be as open to them and to the whole world as it will be to British Columbians or Canadians. It will be a playground for the people of the world, open to all, where comfort and enjoyment may be had with beauty of scenery and salubrity of climate.

I am told that the scenery of the park is unrivalled. I have not had the opportunity to investigate it in person, but my colleague, the Minister of Finance and Agriculture, made a very successful trip through the length and breadth of the park, and judging from the pictures which he brought back, it must be one of the most delightful spots in the entire world. I think I can rightly claim that it will serve as a wonderful playground for the people of this province in which to recuperate and forget the worries of life, at least for a time.

My colleague the Minister of Public Works will be able to announce in a day or two what arrangements he has under way, which he will ask this House to endorse, with regard to the development of Strathcona Park. I think that you will agree that his plans have been very well designed, and I am quite satisfied that they will meet with your fullest approval. Strathcona Park, I am firmly convinced, will in the course of the next few years become to the people of the Pacific coastline what the National Park at Banff is today and what Jasper Park presently will be to the people of the great interior.

IMMEDIATE CONSTRUCTION

Before concluding my remarks upon this bill I may say that the proposals involved are upon exactly the same lines as those contained in the agreement entered into with the Canadian Northern Pacific two years ago. Our present contract in this bill for further Canadian Northern extensions in British Columbia is in the same terms as the agreement of two years ago, and the same conditions are involved. And, Mr. Speaker, I have every reason to believe that construction operations which will shortly be undertaken under authority of this measure will be energetically prosecuted with the same splendid progressiveness that is witnessed today in connection with the building of the Canadian Northern Pacific under the legislation accomplished by this House two years ago.

I have in my hand a telegram from Mr. Hanna, the vice-president of the Canadian Northern, which I received only this afternoon. I wanted to find out from him the latest returns with regard to the mileage that the Canadian Northern is at present operating and also the additional mileage under contract, and I wired Mr. Hanna for information. Here is his reply:

Toronto, Feb. 20.

Hon. Richard McBride,
Victoria.

Referring to your telegram: We are operating altogether in Canada sixty-three hundred and twenty miles. Under construction are twenty-two hundred and forty miles, including six hundred miles in British Columbia. I regret that I cannot give you any definite idea of our projected mileage, but it is over one thousand miles.

(Sgnd.) D. B. HANNA.

MATTER OF CONGRATULATION

Now, sir, when we are able to tell Parliament this afternoon that these proposals to which I have just referred and which are embodied in this bill bring us still closer in touch with a national transcontinental line that is actually operating or is building approximately ten thousand miles of standard gauge road, it should be a matter of congratulation to the entire country. Construction of the new roads which we are now providing for will assure that all of our lands—whether agricultural or timbered or mineralized—and all of our towns existent or which will spring up in this country will be brought into close touch with the country east of the mountains and with markets assuring an excellent margin of profit for all time to come.

CAPTAINS OF INDUSTRY

I shall not refer to what is being done by the Canadian Northern in the way of adding to the steamship services of the Pacific seacoast, nor to the new order of things in this province which the operations of this company have in a large measure assisted to bring about, but I would say that the most prejudiced critic will agree that the Canadian Northern has been a factor of tremendous benefit—a godsend to British Columbia and a blessing to the people of Canada. (Applause.) Mr. Speaker, I submit this bill to the House, firmly believing that Parliament will endorse its provisions, and once more with the confident assurance that it will meet as well with the approbation of the entire community of British Columbia. (Applause.)

KETTLE RIVER PROPOSALS

In moving the second reading of the bill respecting the Kettle River Valley Company's extensions, the Premier said:

In moving this second reading, Mr. Speaker, I promise to be very brief in my remarks. The measure, as all must know, provides for a provincial government bonus of $10,000 per mile for fifty miles, from Hope, on the Fraser River, to Coldwater Junction, the summit of the coast range. This will be the means of bringing to the coast the Kettle River Valley railway, which is now in operation between the Boundary and the Nicola Valley. All will have in memory the agitation that has been taking place in British Columbia during so many years for

a Coast to Kootenay road. There have been many discussions of this question in this Parliament, and I well recall, when a member of the Dunsmuir government, the very heated discussion that arose on the construction of this Coast to Kootenay line, the government being at one time almost threatened with disruption over this issue.

It is not necessary for me at this juncture to say anything as to the manifold advantages of the Boundary, the Similkameen and the Nicola districts. The gentlemen who represent these districts in this Parliament are very well qualified to perform any duty which may devolve in this respect. All in this House are familiar with the ability and the enthusiasm displayed by the member for the Boundary country in emphasizing at every opportunity the conspicuous merits and advantages of his particular district. And who is there here who has not appreciated the bursting eloquence of the member for the Similkameen when the glories of that district are his theme? (Applause and cries of "Hear, hear.") The wonderful endowment in varied natural advantages which the Similkameen possesses have been frequently brought by him to the attention of this House.

PASSES THROUGH SUMMERLAND

The Kettle River Valley line construction, which we were able to assist two years ago, has now approximately a mileage of 275 miles. There was a question raised when this matter was last brought before this House as to its connection with the town of Summerland and the coming important centre of Princeton, and I have today been warned by my friend, the member of the Similkameen, to say to this House that we are assured in connection with the Kettle River Valley that this line will be built not, as it is so often expressed, to a point at or near Princeton, but that it will be built in and through Princeton, so that that part of my friend's constituency is certain to enjoy the very large advantages which are certain to accrue through this contact with the Kettle River valley road. I may also say that this line will pass through the town of Summerland.

As to the connection between the Coldwater Junction and the Coast, some will be likely to ask why was not this provided for when we were making the contract with the Kettle River valley people two years back? This I can explain very readily. There have been for the construction of this piece of road two especially active competitors, the Victoria, Vancouver and Eastern Railway, which is a subsidiary company of the Great Northern, an American road, and the Kettle River Valley, a Canadian line enjoying a subvention from the Dominion government. Year after year the Victoria, Vancouver and Eastern people have periodically made the announcement that a contract was just about to be let and that under it the V. V. & E. would be built and the Kootenay brought into communication with the Coast cities. I have, sir, been waiting for nine years now to see the fulfilment of these promises, but up to the present day without result. There has been no contract let, and no construction undertaken, but spring after spring and fall after fall we have been told that the engineers of the company were busily engaged seeking a new route, or that something else had arisen to deter the company from making a beginning of that substantial progress that the country has so greatly desired.

CANNOT AFFORD TO WAIT

In these times, with the completion of the Panama Canal in sight, and the generally rapid development that is taking place through western America, we cannot afford to prolong the policy of waiting. We must be in a position to take advantage of the opportunities which are presenting themselves. The conditions of the times do not brook longer delay, and we have come to the conclusion that it will be good business for us to invest a million dollars with the object of bringing the Kootenay district into close touch with Victoria, Vancouver and New Westminster, so as to secure and preserve and protect for the benefit of our own people the trade of the various sections of our own province, and prevent the diversion to the country south of the line of this business which belongs by right to British Columbia.

PROMISE UNREDEEMED

I regret to say, too, that we have yet to see that, despite the fact that we expected to see the terminals on False Creek undertaken, there is no evidence of any considerable effort being made in that regard, and I must express some disappointment with the action of the V. V. & E. in these matters. Meanwhile the Great Northern has built a branch line which will be capable of taking care of a great deal of the business assembled through the Similkameen. Self-preservation is the first law of nature, and this government is the trustee of the people, so it is determined to preserve the province for the people.

For this reason the government felt that it was a proper thing to employ the money of the people for the immediate construction of this fifty miles of road. When this is built it will come under the Dominion railway law, by which the V. V. & E. will have the right to use its trackage on terms which the Dominion railway commission will settle. So that while we are bringing our own Canadian line into our own Canadian territories, provision has been made in all fairness which will permit the V. V. & E. to come over the mountains and do business with us in our coast cities.

A NOTABLE EXAMPLE

What I am saying now is not said in any unfriendly spirit to Mr. Hill or to the Great Northern, and because I do not wish to speak in an unfriendly way I will not speak of the Victoria and Sydney road right here at home, but if a stranger were looking for first-class transportation I would not like to say that a trip on the Victoria and Sydney railway would afford him an opportunity to enjoy it. We are patient and long-suffering. We acknowledge the investments that Mr. Hill has made in this country, and we want to keep him as a friend while we may, but he must understand that

we propose to undertake our business affairs in a way that is right and just to the interests of the people of this country, and as to the construction of the Coast-Kootenay line, in our opinion it is now or never, and we will wait no longer for the connection that we should have with the interior.

There is also to be a bridge built from Hope to Ruby Creek which will not only serve the railway, but will be another highway bridge across the Fraser, built at a cost of $200,000. This will help to build up our system of highways in that district and will enable the people to move around more freely.

I would now submit this measure to the House, and in closing I will only say that the manner in which this work is to be carried out is a matter of sincere congratulation not only to the House but to British Columbia as well. (Applause.)

E. & N. RAILWAY

The Premier then took up the bill to ratify the agreement with the Esquimalt and Nanaimo railway.

I will explain, said he, the purport of this measure in three or four minutes. The Esquimalt and Nanaimo Railway Company, the original corporation that secured the land from the Crown, is still operating the railway on the island. This road has been acquired by the C. P. R. and it is the intention of the C. P. R. to make further extensions of the line on the island. In order to provide funds for this purpose in the most economical way, the C. P. R. desires that certain changes be made. The C. P. R. will be able to finance the proposed extensions more successfully if they can secure the E. & N. under a lease than if they were compelled to go on the market and raise the money directly on the credit of the E. & N. They approached the government very frankly and openly with a statement to that effect. They said that they wanted to borrow more money in order to extend the line. They said that if they leased the line there might be some question as to the exemption of the lands from taxation under the original grant. They said that if the government considered they were asking for a privilege not provided for in the original legislation, the C. P. R. was willing to give some compensation. As a result of these negotiations it has been agreed that the C. P. R. shall pay a cent and a half per acre per annum for the unsold E. & N. lands. This will amount to the sum of $18,000 a year. We agreed that we would enable the E. & N. to lease to the C. P. R. its line now under operation, but with this further condition attached, that it must be extended to Comox, and an assurance has been given to us, and a guarantee has been imposed, that the C. P. R. will give railway connection to Comox and other parts of the island within the next three years. So that in addition to having secured the right to impose a tax of $18,000 a year on the unsold lands, we have the assurance that the line will run to Comox within three years. For my part I do not see that we need have very much concern as to the compliance of the C. P. R. and as to their building further extensions on the island, because we know that the C. P. R. is becoming energetic these days in British Columbia, and when they see the Canadian Northern Pacific marching towards the head of Vancouver Island I have no doubt we will also see the C. P. R. taking on extra strength and pressing towards the north end of the island; but in the meantime the fact that we are now to have this extension to Comox is a matter of congratulation to that part of British Columbia.

SUBSIDY LANDS

In moving the second reading of bill No. 25, respecting the repurchase of certain subsidy lands, the Premier said:

This bill, in addition to providing for the repurchase of certain railway subsidy lands, provides for the reconstruction of the Kaslo and Slocan railway line, and for the return to British Columbia of some $387,000 paid by the province on account of the Shuswap and Okanagan line. Some two or three sessions ago, under an Act of Parliament, the province took power to repurchase the subsidy lands that were given railways in British Columbia with the provision that any act of ours in that regard should be reported to the House. Since that time negotiations have been under way with the officials of the C. P. R., and it is only within the last few weeks that they have been reopened, and that any results have been accomplished. When we first attempted to deal with the business the company wanted a very excessive price for the lands. To this we could not then agree, but after a great deal of treaty and of exchange of views we have finally consented to repurchase these lands at forty cents an acre. The Columbia and Western lands, which are partly owned by Mr. Heinze, are pretty well intact, and contain a great deal of very valuable timber and soil as well. Under the administration of the lands department there can be no doubt that we shall make some very excellent returns from our management of these lands.

In Southeast Kootenay, while some of the lands are sold, and the Company is reserving half a million acres as tie reserves, there is no doubt we shall make excellent returns from our management of them. Our assessment figure on these lands is fifty cents an acre, and the price the Land Act fixes as a minimum for Crown land is $2.50. In the final determination of this business we compromised on forty cents, and it is on this basis we propose, with the authority of the Legislature, to buy them back.

CARRY COAL RIGHTS

The British Columbia Southern grant, the House must not forget, carried coal rights, and these lands, under the law today, are worth $20 an acre. As large sections of these lands are in the coal zone we may look forward to the sale of a large portion of them at $20 an acre.

At once, though, the question arises, if things are so promising as I describe, why should the C. P. R. part with these lands? My answer is ready. Under the old reservation certain mineral rights were provided for, and these have led to such a complication of conditions

as has made it almost prohibitive for the company to deal with the lands at all. Endless litigation is in sight, and the difficulties created by the entry of the prospector and the homeseeker have been such as to practically close large sections. As soon as the government takes possession we shall see that the homeseeker and the prospector are given every opportunity to have these in full enjoyment, and we hope by departmental management to bring out of chaos a new order, and to so end what seems to have been a deplorable order of things, and make them impossible in the days to come. Profitable results can be expected in consequence.

In order to get this bargain finally closed, the government, in addition to paying forty cents an acre, has permitted the company to get recognition for certain blocks, the surveys of which were not completed. The company filed affidavits that, owing to certain difficulties, it was impossible to complete the surveys, and as those affidavits are by responsible men the government in fairness and decency has recognized them, and in this bill gives acknowledgment of that.

RETURN OF $400,000

But in addition to the return of these lands to the province, there are other considerations moving the government in the matter. There has been obtained the return to the provincial treasury of some $400,000 paid out on account of the Shuswap & Okanagan guarantee, and furthermore protection favorable to the province against any further responsibility in that regard. And then, too, in connection with the Kaslo & Slocan, there is the undertaking of the C. P. R. to standardize the railway from Kaslo to Sandon, operate it continuously, and give it all the favors of C. P. R. service.

I want to congratulate my old friend and associate, the member for Kaslo (Mr. Mackay) on this splendid accomplishment. Kaslo has for all of us an attraction all its own. I have heard my friend from Kaslo describe the principal town of the district as the Lucerne of British Columbia. Without any question, as you see the beautiful little town nestling at the foot of the lake with such wonderful surroundings, that marvellous stretch of water in front, and with a background of picturesque mountain tops, and stretch on stretch of wonderful bench lands, surely here is the setting for a community easily to be entitled to the name, the Lucerne of British Columbia.

TO ENJOY NEW LIFE

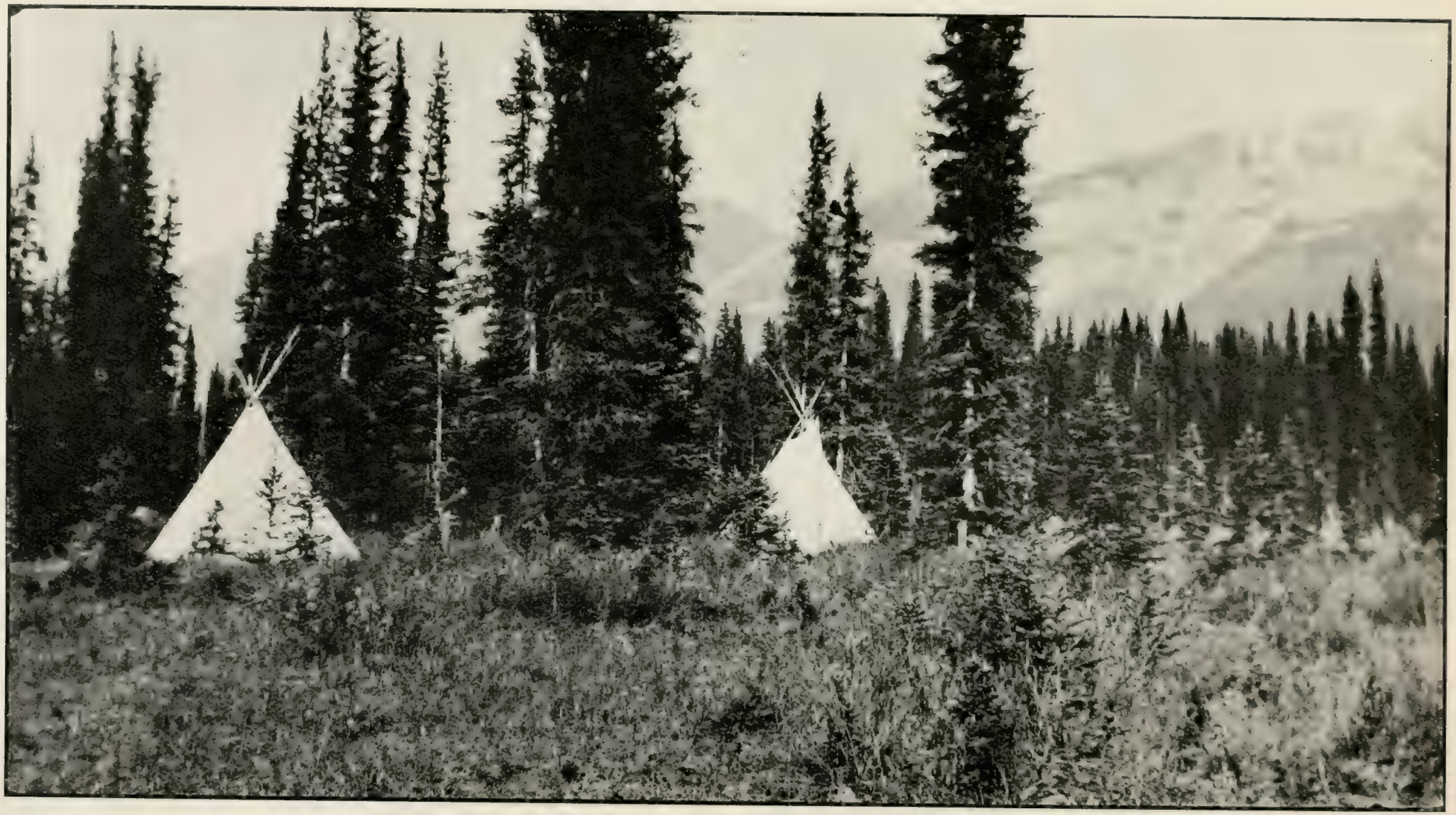
But there appears to have been some deterioration of its prospects, perhaps because of its indifferent transportation. We know there has been a decline and fall of the Kaslo and Slocan district, followed by the final abandonment of that railway system by the high officials of the Great Northern Railway Company. But now Kaslo and the Slocan are to enjoy new life. There is to be a new order of things, and the bright and promising settlements to be met with from Silverton to Sandon will have encouragement to persevere and to wax and grow strong such as no condition heretofore has ever held out to them.

But while I have spoken of Slocan and Kaslo and the enormous advantages they offer for settlement, I must not forget to tell the House, and I do so with great pleasure, that the mining statistics in my department show that the prospects for the mines of Slocan have never looked brighter than they do today. From our own official and other authoritative sources I am enabled to say that the present condition of the mines of the Slocan stamp them with a permanence that gives assurance for years to come of large and profitable operations. It would scarcely be in line with this discourse to deal with different individual properties. I do not propose to do so, but I can say that the old pioneer districts of Kaslo and Slocan, which in the early days of lode mining in this province stood for so much, are coming back to their own, and promise to be far richer than ever the most enthusiastic Kasloite ever hoped for.

In the bill itself the Canadian Pacific Railway Company, as part and parcel of this bargain, is to spend $400,000 in restoring the trackage on this railway, and the government is to provide a subsidy of $100,000 towards the work. We found that unless this railway were constructed we must, in order to give some transportation facilities to the people in that district, construct a wagon road which would cost in the neighborhood of $200,000. Honorable gentlemen all know that a railway is more efficient than a wagon road, and so we decided to give the Canadian Pacific Railway Company this subsidy of $100,000, they to expend $400,000 on the road so as to develop that country, and to give its mines a fair chance of development.

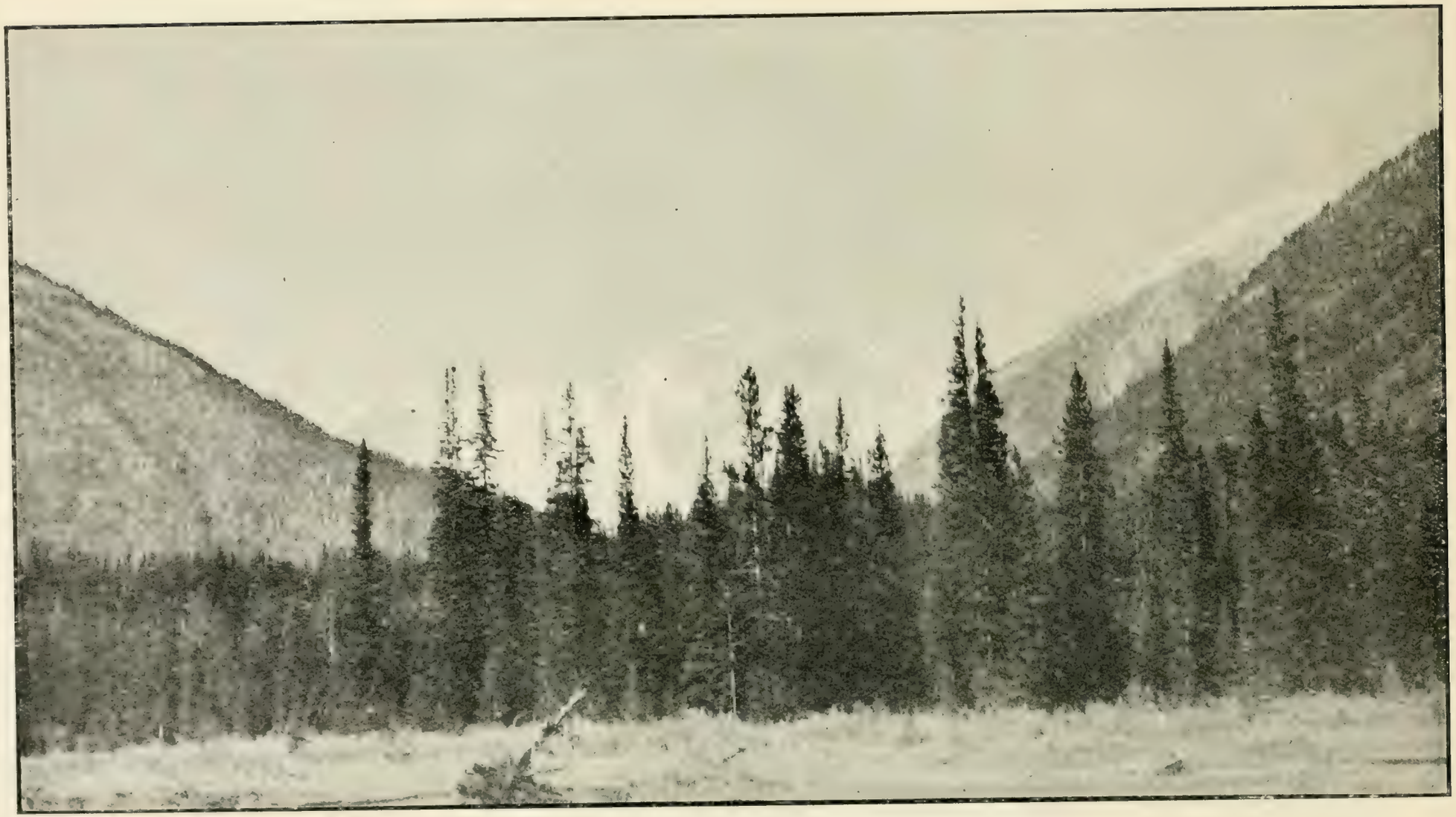
And so it is that with these few explanatory observations I submit this last message, strong in the faith that everything we have done will tend, not only to the prosperity of British Columbia, but as well to the great prosperity of the entire Dominion of Canada. (Loud applause.)

BANFF-WINDERMERE MOTOR ROAD



SURVEYORS' CAMP AT JUNCTION OF VERMILION AND SIMPSON RIVERS

BANFF-WINDERMERE MOTOR ROAD



LOOKING SOUTH FROM THE NEW ROAD TO MITRE MOUNTAIN

BANFF-WINDERMERE MOTOR ROAD

LOOKING NORTH FROM THE MOUTH OF OCHRE CREEK

BANFF-WINDERMERE MOTOR ROAD

VIEW FROM THE SURVEY IN THE COLUMBIA VALLEY

THIS PART OF THE 4,000-MILE-LONG HIGHWAY, WHICH WILL EXTEND FROM COAST TO COAST, WILL BE NAMED AFTER KING GEORGE

ANOTHER VIEW OF THE PART OF THE CANADIAN HIGHWAY WHICH WILL BE NAMED AFTER KING GEORGE

Port Mann—A City Made in a Laboratory

Continued from Page 83)

dredged away and has not been heard of since. Now as many as three ocean-going ships berth at the mills at the same time. There is a depth of forty feet alongside the present wharf at Port Mann. The government is also spending a large sum of money in rendering the channel safe and accessible for big ships.

In our illustrations we show a picture of the SS. Strathallan alongside the wharf discharging steel rails which she brought round the Horn from Sydney, Nova Scotia, to Port Mann.

The principal repair shops of the Canadian Northern Railway, which will be established here, will, in the opinion of Sir Donald Mann, rank in importance with the company's shops in Winnipeg, where the payroll totals 2,600 hands. He also informed us that Port Mann will be the location of extensive private industries,

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LIMITED

TORONTO, CANADA

THE CLEARING CAMP AT PORT MANN, FRASER RIVER IN THE BACKGROUND

Railway Addition—PORT MANN

RAILWAY ADDITION to Port Mann adjoins the railway property on the east. If any lots make money for buyers it will be those in this fine subdivision.

Until prices are raised on April 1 we can offer you lots 33 x 122 ft., guaranteed high, dry, level, free from swamps and desirable in every way, for $250. Terms $15 down, $10 a month, no interest, no taxes.

Send for lithographed plan, booklet and copy of our "Money-maker."

COLONIAL INVESTMENT COMPANY

"The Port Mann People"

Suite B, Metropolitan Building VANCOUVER, B. C.

PORT MANN

66-FOOT LOTS

Practically quarter-acres, only five-eighths of a mile from the water-front and one and one-half miles from the business section.

These residential sites, commanding a magnificent outlook over the Fraser and Pitt River Valleys, are selling for $300.

$75 CASH

Balance spread over 6, 12, 18 and 24 months. Interest 7 per cent.

FILL IN THE FOLLOWING COUPON AND MAIL TO US TODAY

ALVO VON ALVENSLEBEN, LTD.
Vancouver, B. C.

Without obligating me, send Port Mann literature and map of your subdivision.

Name .....

Address .....

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ALVO von ALVENSLEBEN LIMITED

VANCOUVER OFFICE:

PACIFIC BUILDING 744 HASTINGS STREET WEST

BRANCHES:

LONDON, ENGLAND BERLIN, GERMANY VICTORIA, B. C.

PORT MANN—Continued

including car-building works. Several manufacturers have applied for sites, and arrangements are already made for a flour mill, iron foundry and machine shop, cold storage plant, car works, and a fish cannery, to be located in Port Mann.

The business section of the city will naturally lie along the waterfront. Bon Accord Square will be the business centre. This name, by the way, perpetuates the name originally given to the site before Port Mann was ever mooted. An hotel is now under construction on the corner of this square for Mr. Lloyd Manley, who is well known in the West.

Sir Donald Mann expressed his views on the immense stimulation which the Panama Canal will have on westbound traffic. The increase of the wheat exporting business through the Pacific ports will, of course, have its effect on the trade and population of Port Mann.

Colonel Davidson's own words regarding the new city of which he is practically the father will be interesting to our readers. He says:

"I believe that a good, substantial industrial and residential city will soon grow up at Port Mann, owing to its superior advantages as a railway centre and shipping port. The railway company owns a large waterfrontage, which will be available for sites for manufacturing establishments. I look to see hundreds of ocean vessels load grain, flour and other commodities there for the ports of the Orient, South America and the Eastern States and Eastern Canada and Europe. We have already reserved sites there for two large flour mills, car-building works, machine shops and foundry, and cold storage. Sir Donald Mann has already announced the location of the railway company's repair shops at Port Mann. Other industries will be attracted there, and within a few years there should be a payroll of thousands of men, with every other line of business represented, and there will be ample transportation facilities between Port Mann and New Westminster and Vancouver.

PORT MANN

"The Pacific Coast Terminal of the Canadian Northern"

I have for sale business and residential property in the official townsite —also the choicest available acreage immediately adjoining.

Constant attention to the Port Mann situation for the past two years and being one of the first to buy "inside" property for my clients and myself from the railway company places me in a position to give authentic information.

All details regarding developments to date and proposed for the coming summer, also official map of Port Mann, sent upon request.

Bankers: BANK OF TORONTO

DAVID B. BOYD

6 WINCH BUILDING VANCOUVER, B. C.

Cable: "DAYBOYD," VANCOUVER

PORT MANN

The Pacific Terminus and seaport of the Canadian Northern Railway Systems of the West.

The sale of these properties was opened March 1, and the sum of $565,600 was recorded by 5.30 o'clock that day. There still remains plenty of very desirable business and residential property to select from.

Better write or wire at once for particulars and maps.

Pacific Properties Limited

509 to 510 Pacific Building *VANCOUVER, B. C.*

M. G. Morrison & Co.

PORT MANN SPECIALISTS

536 Hastings Street West Vancouver, B. C.

PHONE: SEYMOUR 6730

THE SS. STRATHALLAN, AN OCEAN-GOING STEAMER, DISCHARGING CARGO AT THE WHARF, PORT MANN

PORT MANN

DO NOT FAIL to take advantage of this opportunity to buy acreage near the terminus of a great transcontinental. The Canadian Northern will be operating to the Pacific Coast in 1913. The average man only gets one chance in a lifetime to make a killing, and this is yours. Do you realize that another Vancouver is in the making? Get in now, before it is too late. *We have been closely identified with Port Mann for over two years and are in the unique position of being able to deliver the choicest acreage adjoining the holdings of the Canadian Northern.* Port Mann will have the C. N. R. shops and will be an industrial centre. The C. N. R. are in a position to make it so. *Buy acreage adjoining a growing city.* You will never make a better investment. In any event, come in and talk the matter over with us, or if you do not live in Vancouver, write us and we will give you any further information desired.

Mr. F. A. Bean, president of the International Milling Co., is quoted in the "Daily Province" under date of February 2, 1912, as saying: "I secured what I consider to be an ideal location, with deep water on one side, enabling the largest vessels to take on cargoes, with the main line of the Canadian Northern on the other. Ten acres may seem a large area, but it will not be excessive once our industry gets under way. I was pleased to learn that cheap electrical energy for power purposes is assured. That will prove an important factor in attracting industries to Port Mann, especially in view of the long-term leases granted manufacturers by the railway company."

MERRITT & WORSNOP

514 Pender Street VANCOUVER, B. C.

PORT MANN, B.C.

Pacific Coast Terminus of the Canadian Northern Railway

We have THE FIRST OFFICE on the ground and are SELLING AGENTS for the two syndicates who own a large portion of the OFFICIAL TOWNSITE.

BUSINESS lots from $1,500 up.

RESIDENTIAL lots from $750 up.

TERMS—One-quarter cash, 6, 12, 18, 24 and 30 months at 6 p.c.

ACREAGE adjoining townsite in blocks of 5 acres up to 160 acres for $600 per acre up.

These prices will DOUBLE IN SIXTY DAYS.

Write or wire us at once.

MOTHERWELL & DARLING

OFFICES: NEW WESTMINSTER, B. C., AND PORT MANN, B. C., CANADA

PORT MANN

The Pacific Terminus of the C. N. Railway

We have for sale acreage in blocks of 5 to 160 acres immediately adjoining this coming city.
For Subdivision propositions we have the best buys on the market.
Prompt attention paid to mail enquiries.

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P. O. Box 522 — *Bankers:* Canadian Bank of Commerce

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E. H. STOLTEN, Manager — Suite 8, 333 Cambie St. — Phone Seymour 4438 — VANCOUVER, B. C.

PORT MANN—Continued

During the past week over a dozen business men from the United States called on me asking for business locations, with a view to engaging in the mercantile business.

"I must say I should like to see a more aggressive immigration policy adopted by British Columbia, which, to ensure permanent prosperity, should bring in as many people annually as have been going to Saskatchewan every year for the past ten years. Agriculture is the basis of all prosperity, and there are hundreds of fertile valleys in the province that will yet support hundreds of thousands of contented people. There will be a record movement to the prairie provinces this year, with about equal numbers from the British Isles and the United States, and many from the continent of Europe. During the past sixty days we sold over $2,000,000 worth of prairie farm lands at higher prices than ever prevailed in the past. These lands were acquired by British and American land companies for colonization purposes.

"Every settler who locates in the prairie provinces will be a consumer of British Columbia products, including fruit, fish and lumber. That market is indicated by a single instance: the Canadian Northern will establish sixty new towns on its main and branch lines on the prairies within the next ninety days. Every new place at the outset will require from ten to thirty carloads of lumber, most of which will be shipped from British Columbia."

The result of planning a city on scientific lines is already evident, as will be seen from the following report taken from a Vancouver paper of recent date:

"Without any noise, property in the townsite of the coming city of Port Mann and thousands upon thousands of acreage outside have changed hands within the last four days. Only the signs displayed in prominence in the offices which occupy window space on the streets inform the casual passer-by that such a place as Port Mann existed. The sales, however, have been enormous during the last two weeks."

PORT MANN

ONE-QUARTER ACRE LOTS

These lots front on the Hjorth Road, the southerly boundary of the townsite, and are in direct line with the proposed business section of Port Mann, being the northwest portion of Section 29, Range 1 West. This will be exceedingly choice residential property.

$500 to $700 per Lot

One-quarter cash

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Telephone Seymour 5136 431 Homer Street

VANCOUVER, B. C.

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Port Mann, B.C.

The terminus on the Pacific Coast of the new transcontinental railway The Canadian Northern.

the Hansen reservations,
—the heart of the business district of Port Mann now offered to the public —at "starting" prices set by Canadian Northern Railway

$800 to $6000

Terms ¼ Cash—balance in 5 half-yearly payments with interest at 6 per cent. per annum.

FREE plans, maps and price lists.

Read this official wire

Toronto, March 1, 1912

J. F. Hansen
Winnipeg, Man.

Lots you purchased are situated in the centre of official townsite of Port Mann.

A. D. Davidson
Land Commissioner
Canadian Northern Railway

Authorized Representative

Charles S. Meek

519½ Pacific Building Vancouver, B. C.

PORT MANN

on B.C. Electric, few minutes from South Westminster Station (5c fare)

In the centre of the Yale-Hjorth, Scott and Townline Roads

$ 25. NOW. NO INTEREST.
5. MONTHLY. No taxes till deed issued.
150. for 33 feet.

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IS MY SPECIALTY

I was one of the first operators in PORT MANN and know every foot of the townsite and adjacent properties.

I have ACREAGE and LOTS FOR SALE.

All my property ADJOINS the TOWNSITE.

H. B. McBAIN

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You Know Port Mann Must Grow

And because we have faith in the future of the townsite, we are devoting our whole time to it.

¶ We know every foot of the property, and where to buy to obtain the quickest and largest returns.

¶ We are agents for ALL LOTS in the official townsite.

¶ For legal advice, go to a lawyer. When you want to insure profitable investment, go to a specialist—*the people who know*. It's the *sure* way to make money.

¶ And remember, we handle Port Mann property exclusively—official townsite, close-in subdivisions and acreage.

¶ Write to us at once. Before investing a dollar, let us tell you what we know about this property.

PORT MANN TOWNSITE SALES CO.

160 Hastings Street West — VANCOUVER, BRITISH COLUMBIA

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HONEST TRUTH

Anyone can be Honest and Truthful if they wish to be—some are not either honest or truthful—because they don't wish to do business that way. We all know that Real Estate in and around Vancouver is increasing in value daily and almost hourly, and we all wish to know which particular district to invest in so as to make the most and quickest profits.—There is no advertisement in any of the city papers but what claims to have the very best investment in real estate. —We all know, of course, there can be *only one best anything*—so let US qualify for this position in Vancouver real estate by telling the "HONEST TRUTH."—We cannot do more in this advertisement than attract your attention to "BROADVIEW," on the *Boundary Road*—and since *Boundary Road* is the dividing line of the City of Vancouver and the Municipality of Burnaby, you will see that *our property is directly across the street from the City of Vancouver.—Don't forget that, now—directly across the street.* Not in Coquitlam, 15 or 18 miles away—nor in any other of the dozens of properties that are so many miles away they become *farm lands*—but *directly across the street from the City of Vancouver, with a five-cent car fare,* with transfers to and from any part of the city. (This five-cent fare is a very important thing to remember when buying Vancouver real estate.)—Now, as stated once or twice before, this is all the "HONEST TRUTH"—"BROADVIEW" is within the four-mile limit of the City Hall—"BROADVIEW" is within a few minutes of the street carline—"BROADVIEW" has several manufacturing plants surrounding it—"BROADVIEW" has twenty to thirty families living there now—"BROADVIEW" has fifty to one hundred families who wish to build immediately as soon as weather permits—"BROADVIEW" has streets and sidewalks—"BROADVIEW" lots are $450 on terms of $12 per month—"BROADVIEW" is within three or four minutes of the Stave Lake Power Station, just completed, which cost about $300,000—"BROADVIEW" has two lumber mills on both ends of the property—"BROADVIEW" fronts on Boundary Road, the widest street in Western Canada, 132 feet wide—"BROADVIEW" lots, $450, terms $12 monthly.—Vancouver owns 99 feet of Boundary Road—Burnaby owns 33 feet of Boundary Road, so we are not very far from Vancouver—we are there. "BROADVIEW" has the Great Northern tracks running parallel with it, within one block—"BROADVIEW" lots price $450, payment $12 per month—"BROADVIEW" has the most reliable assurance from a high official of the B. C. Electric Railway that they will have their car shops at Hastings Townsite Station on Boundary Road. This is not a promise. It is an absolute assertion from a high official of the company, and it means the employment of from five to eight hundred men before the end of the year. Over 400 Broadview lots were sold in four days last October. "BROADVIEW" has only 250 more lots to sell. "BROADVIEW" has the most beautiful slope of all of Vancouver. The usual terms of "high, dry and level" cannot give you any idea of the beauty of "BROADVIEW"—you must come and see it at our expense, any hour of the day between 9 a.m. and 9 p.m.; call at our office for free tickets. "BROADVIEW" lots $450; terms $12 a month. Very special notice (and this is the "honest truth," too)—if you do not like Broadview after seeing the property at the price of $450 per lot on payments of $12 a month, whether you have lived here all your life or whether it is your first day in Vancouver, bear in mind well—that if you don't like "BROADVIEW" after looking at the property—give up looking at real estate around Vancouver, for you'll waste your time. There is no better investment in real estate around Vancouver than "BROADVIEW." You will not be annoyed by glib-tongued real estate agents who are working on commission. You will be shown the lots by a clerk out of the office, perhaps a boy fresh out of school, whose only knowledge in connection with the matter is the location of the lots. No coaxing, no wheedling, and no obligation on your part whatever. It will be up to you. You must decide. And, by the way, you will decide to buy one or more lots. Price $450; terms, $12 a month.

Purchasers may select any of the following plans of paying:

1st. Net Cash **2nd. 1-2 Cash, 1-2 1915** **3rd. 1-4 Cash, 1-4 Yearly** **4th. $12 Nonthly**

Indefeasible Title

Come out and see this property, for after all that is the thing to do when you buy property, See it. There is always someone on the ground to show you around. If you have missed some of the "good things" in Vancouver, don't miss BROADVIEW. If you "got in" on the "good things" in Vancouver, "get in" on BROADVIEW. Good things don't last long. Call at our office for tickets and further information, or take new Burnaby Lake line B. C. E. Railway, Carrall Street. Get off at "Hastings Townsite" Station, and walk south five minutes.

And You Will Be At Broadview **And You Will Buy At Broadview** **And You Will Live At Broadview**

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THE FIRST OFFERING OF LOTS IN GROUARD

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All eyes are turned towards the Peace River Country, with GROUARD as the centre.

GROUARD is now established, is the entrance to that country, and has back of it the millions of acres of rich farm lands. What does this mean? The answer is seen in such cities as St. Paul, Minneapolis, Winnipeg, Kansas City—all cities backed up by rich agricultural land. They can never fail or go back; the revenue is continuous, thus promoting steady growth, increasing values of property, increasing population coupled with a steady demand for property; no short-lived boom, but continuous advancement.

GROUARD offers you these opportunities and at prices that will never again appear in any like place.

Railroads are building as fast as possible.

Become an owner of GROUARD property **now**, and you will make an investment that is solid and ever increasing in value.

Buy property in GROUARD on which people must dwell and must have soon to transact business.

Hundreds of people are going into the country, outfitting and transacting business at GROUARD; not even waiting till the railroad line gets there.

The railroads are building as fast as possible, and already the Canadian Northern Railway is at Athabasca Landing, to the east of GROUARD.

Think of the advance in values when the road reaches GROUARD. Do you not want to share in it?

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Kindly send me, as soon as published, the maps, plans and particulars of the property in Grouard you are offering for sale, it being understood that I am under no obligation whatever to purchase.

Name .....

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Phone: Seymour 5748

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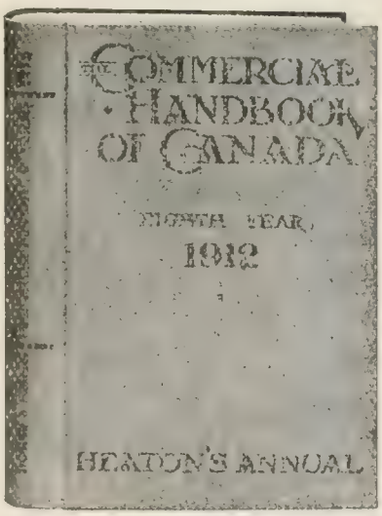

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Call upon or write to me, asking that I show you how Crowston Park answers all these requirements.

It is on a land-locked bay, which is never rough. It is only thirty miles from Vancouver, and has excellent transportation facilities.

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The "E. D. S." Tomato Catsup and Grape Juice are unequalled. All grocers. Try "E. D. S." Jams, etc., today

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NO HYPODERMIC INJECTIONS

The Neal Internal Treatment cures the periodical, persistent, occasional or moderate drinker, and the nervous man who drinks to keep from becoming more nervous. It takes away all inclination, desire or craving for drink and leaves the patient a new man so far as the effects of alcohol are concerned.

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Decorations for banquets, weddings, etc., at shortest notice.

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in all lines of activity that has characterized 1911 bids fair to be repeated many fold in 1912.

For the month of February just closed the increase in all lines of business over the corresponding month of 1911 is very marked.

One of the largest increases is in the customs returns, which for February, 1912, are approximately $733,000, which compared with $493,864, the total for February, 1911, shows an increase of nearly $230,000. The average daily receipts during the month of this year are $29,000, and those of February a year ago $20,000, showing a gain of $9,000 for the daily average receipts. The fiscal year in the customs department closes on March 31, and from all indications Vancouver will rank third among the cities of Canada.

The bank clearings also show a very satisfactory increase, the gain for February, 1912, over February, 1911, being approximately 20 per cent.; the total for February, 1912, of $45,351,107, as against $36,529,964 for February, 1911, giving an increase of $29,534,439.

The building returns for the past month show an increase of approximately $150,000 over February, 1911. An analysis of the building inspector's report shows that no permits were issued for any particularly large building, but that all classes of buildings were fairly evenly represented. The records show that the permits issued were divided as follows: 34 permits for repairs and alterations, valued at $27,260; 174 permits for dwelling houses, valued at $292,105; 22 permits for apartment and rooming houses, valued at $305,605; 14 permits for factories and warehouses, valued at $152,535; 26 permits for office and store buildings, valued at $413,235. It is expected that the next month or two will see an enormous increase in the value of permits issued, as already plans are out for buildings to be erected to the value of over $4,000,000, and many more are in preparation.

That the people of Vancouver are prosperous is clearly indicated in the returns of the collections in the waterworks department, which for the first two months of this year amount to $107,711.99, and for the first two months of 1911 to $73,486.96, showing an increase of approximately $34,000, or 46 per cent.

Authentic information as to the great possibilities of Vancouver can be obtained by writing to the

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Kendall, Sewell & Co., Exchange Bldg.
Winter, George E., 508 Dominion Trust Bldg.

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Bank of Vancouver, Cambie & Hastings Sts.
Eastern Townships Bank, Cambie & Hastings Streets.
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Royal Bank, East End Branch, Main St. and Hastings Street.

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Faulkner, G. Lloyd, 421 Pender St. W.
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Kearns, J. D., 405 Bower Bldg.
MacMillan & Oliphant, Bank of Commerce Bldg
McTavish Bros., 421 Pender St.
Mather & Noble, Dominion Trust Building.
Weeks, Edward S., 407 Hastings St. W.
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Irwin Co., Wm. F., Bower Building.
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THE FRUIT MAGAZINE PUBLISHING CO. LIMITED
722 Hastings Street West
VANCOUVER, - B. C.

The Rayo Lamp

The Lamp that Saves the Eyes

Children naturally never think of possible strain on their eyesight when poring over a fascinating book.

It is up to you to see they do not ruin their young eyes these long evenings by reading under a poor light.

The Rayo Lamp is an insurance against eye troubles, alike for young and old.

The Rayo is a low-priced lamp, but it is constructed on the soundest scientific principles, and there is not a better lamp made at any price.

It is easy on the eye because its light is so soft and white and widely diffused. And a Rayo Lamp never flickers.

Easily lighted without removing shade or chimney; easy to clean and rewick. Solid brass throughout, with handsome nickel finish; also in many other styles and finishes.

Ask your dealer to show you his line of Rayo Lamps; or write for descriptive circular to any agency of

The Imperial Oil Company Limited

For INFANTS, INVALIDS, and the AGED.

BENGER'S

A FOOD OF GREAT NUTRITIVE VALUE

which can be made suitable for any degree of digestive power by the simple process of letting it stand for a longer or shorter period at one stage of its preparation.

It is used mixed with fresh new milk, and forms a delicate and nutritive cream, which is enjoyed and assimilated when other foods disagree. It is entirely free from rough and indigestible particles which produce irritation in delicate stomachs.

The *Lancet* describes it as "Mr. Benger's admirable preparation."

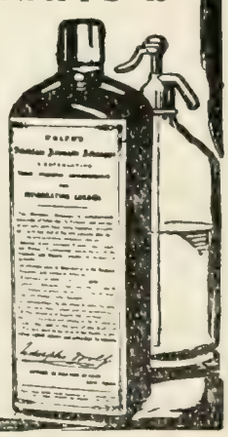
Mothers and interested persons are requested to write for Booklet "Benger's Food and How to Use it." This contains a "Concise Guide to the Rearing of Infants," and practical information on the care of Invalids, Convalescents, and the Aged. Post free on application to Benger's Food Ltd., Otter Works, Manchester, England.

Benger's Food is sold in tins by Druggists. etc., everywhere. B42

What's the time? NOW is the time to try

Wolfe's Schnapps

The most wholesome spirit obtainable, and the very best stimulant for general use. As a pick-me-up tonic, and digestive, WOLFE'S SCHNAPPS is always opportune, and exercises a most beneficial effect upon liver, kidneys and other organs. Invaluable for stomach disorders, WOLFE'S SCHNAPPS should be kept in every house.



Agents:—

The HOSE & BROOKS CO., Ltd.,
504 Westminster Avenue,
VANCOUVER, B.C.

THE

A. Huggett Co.

(Limited)

524 Richards Street
Vancouver, B.C.

Craftsmen, Decorators and General Contractors

WE are prepared to discuss with you, either by a personal call or correspondence, the principles of color and design as applied to the treatment of a single room or an entire house. Experience, cultivated taste, and knowledge of the trade in all its many branches make your task an easy one, for we give you freely the advantage of our experience and facilities in the execution of any order you may be pleased to give us.

Direct Importers of

Fine Furniture Wall Papers
Oriental Rugs
Electric Fittings Art Fabrics
Pictures, &c.

Write at once

Phone 1060 R. W. Purves

The Vancouver Map and Blue-Print Co. LIMITED

Electric Blue-Printing, Drafting-Tracing

Specialties: City Maps, Timber Maps and Municipality Maps.

The latest and best General Index Pocket Map of City and Suburbs.

Crowe and Wilson Chambers, 441 Seymour Street
VANCOUVER, B. C.

Wilson's Invalids' Port

(a la Quina du Perou)

is unique in the treatment of

Faulty and Imperfect Nutrition

when the digestion of heavy foods is weak or even absent.

It is an appetizer before meals, and after meals it renders digestion easy and assimilation certain. It is a delicious tonic at all times.

Big Bottle **Ask YOUR Doctor**

111

C.P.R. to enter North Vancouver just below

ERINDALE

By purchasing lots there now you get in on the ground floor and will reap large profits.

50 foot LOTS on open-graded streets
PRICE $400. $80 CASH Balance easy

D. MacLURG
340 Pender Street West Vancouver, B. C.

The Beer Without a Peer

CASCADE

The Vancouver Breweries Limited

Diamonds Imported into Canada duty free. The choicest of gems at the lowest of prices. Our stock is not excelled—our reputation has been built upon *sterling quality* and *exceptional value.* You will be gratified with our gems.

O. B. ALLAN :: 581 Granville Street :: VANCOUVER, B.C.

PIPE ORGANS

ELECTRIC AND HYDRAULIC MOTOR BLOWERS

One and Two Manual Pneumatic PIPE ORGANS For Sale

TUNING AND REPAIRS

Apply for Specifications, etc., to ERNEST T. ROBERTS, 1309 Davie St. Box 41 VANCOUVER, B. C.

Phone R 6253

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This College is thoroughly equipped in every department. Has an efficient staff. Is ideally situated. Gives ample accommodation. *Write for Calendar and particulars.*

The REV. W. D. ARMSTRONG, M.A., Ph.D., D.D., President

COQUITLAM

The future industrial centre of the Canadian Pacific Railway on the Fraser River. Friends of the company are buying heavily. We specialize in this locality and can deliver choice locations at attractive prices. Write us at once.

MOTHERWELL & DARLING

MERCHANTS BANK BUILDING, NEW WESTMINSTER, B. C.

When writing to Advertisers please mention British Columbia Magazine

G.T.P. Line to Fort George Must Be Completed

EARLY NEXT FALL

The building of a railway

Vancouver to Fort George

and thence to the Peace River, IS NOW ASSURED FOR THE NEAR FUTURE.

What do these things mean?

They mean that those who have in the past invested with us at Fort George will soon reap a great reward for their courage and foresight.

They mean that those who come in now will still be in time to share richly in the wonderful rise in values in the coming city.

Do not delay. NOW IS THE TIME. INVEST BEFORE THIS OPPORTUNITY IS LOST FOREVER.

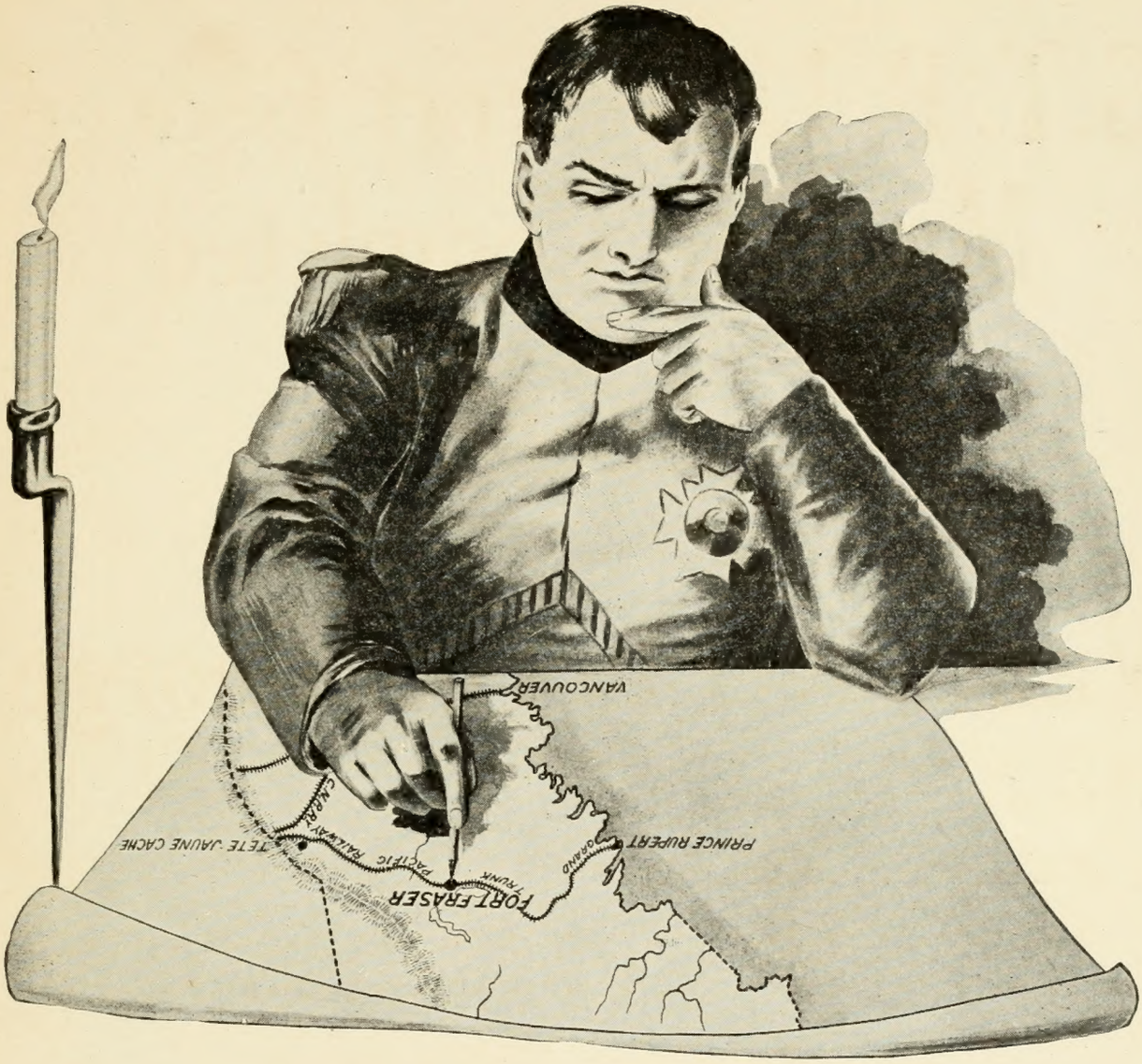
We are joint owners and sole agents of Fort George Townsite.

We will send the British Columbia Bulletin of Information free on request.

Natural Resources Security Co. Limited

606-615 BOWER BUILDING

Vancouver - - - British Columbia



Napoleon, the greatest warrior the world has ever known, achieved this distinction because of his generalship; because of his genius and strategy; because of the points of advantage which he gained in the location of his army. Today strategy, which is called the genius of war, is likewise the genius of business. Strategy was employed in the location of the new Townsite of

FORT FRASER

(The Hub of B.C. on the G.T.P.)

at the junction of Lake, Rail, River and Trail—the choicest spot on the main line of the Grand Trunk Pacific for a distance of over five hundred miles. A location selected nearly two years ago; a natural trade centre and distributing point, without an equal in Central British Columbia—one surrounded by ten million acres of the richest agricultural and mineral land in Western Canada.

Fortunes are being made by shrewd investors in real estate all over the great Canadian West. A. G. Ferguson, Esq., bought lots on Hastings Street, Vancouver, twenty years ago at $700. These lots in ten years were worth $20,000, and today cannot be bought for less than $155,000. Robert Ross bought on May 29, 1909, Lots 15 and 16, Block 9, Section 1, Prince Rupert, for $600, and sold them October 17, 1911, for $6,000. Similar instances may be cited in Winnipeg, Calgary, Lethbridge, Edmonton, Regina and Moose Jaw.

The Townsite of Fort Fraser is all paid for, and we hold an indefeasible title; the property has been surveyed and the plans duly registered. It is not one of the hundreds of ordinary townsites dominated by the Railway Company and advertised for sale as an "official townsite," which means little or nothing unless the location be favorable.

The price paid for a Fort Fraser lot is not paid for land alone—it is paid for opportunity. Opportunity attracts population, and population makes land values.

Be alert—investigate now while prices are $100 per lot and up, and terms 10 per cent. cash and balance 5 per cent. per month without interest or taxes. Attractive and instructive literature, facts and figures will be supplied on request.

Dominion Stock and Bond Corporation Limited

Capital---$2,000,000

Reference---Imperial Bank of Canada, Vancouver, B. C.

WINCH BUILDING, VANCOUVER, B. C.

1912 Development on Queen Charlotte Islands

will be more rapid than in any other part of British Columbia

---

We handle FARM LANDS on GRAHAM ISLAND

Call on us or write for description of land, prices and information as to development work in progress

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MERRILL & MERRILL

703 Bower Building 543 Granville Street

VANCOUVER, BRITISH COLUMBIA